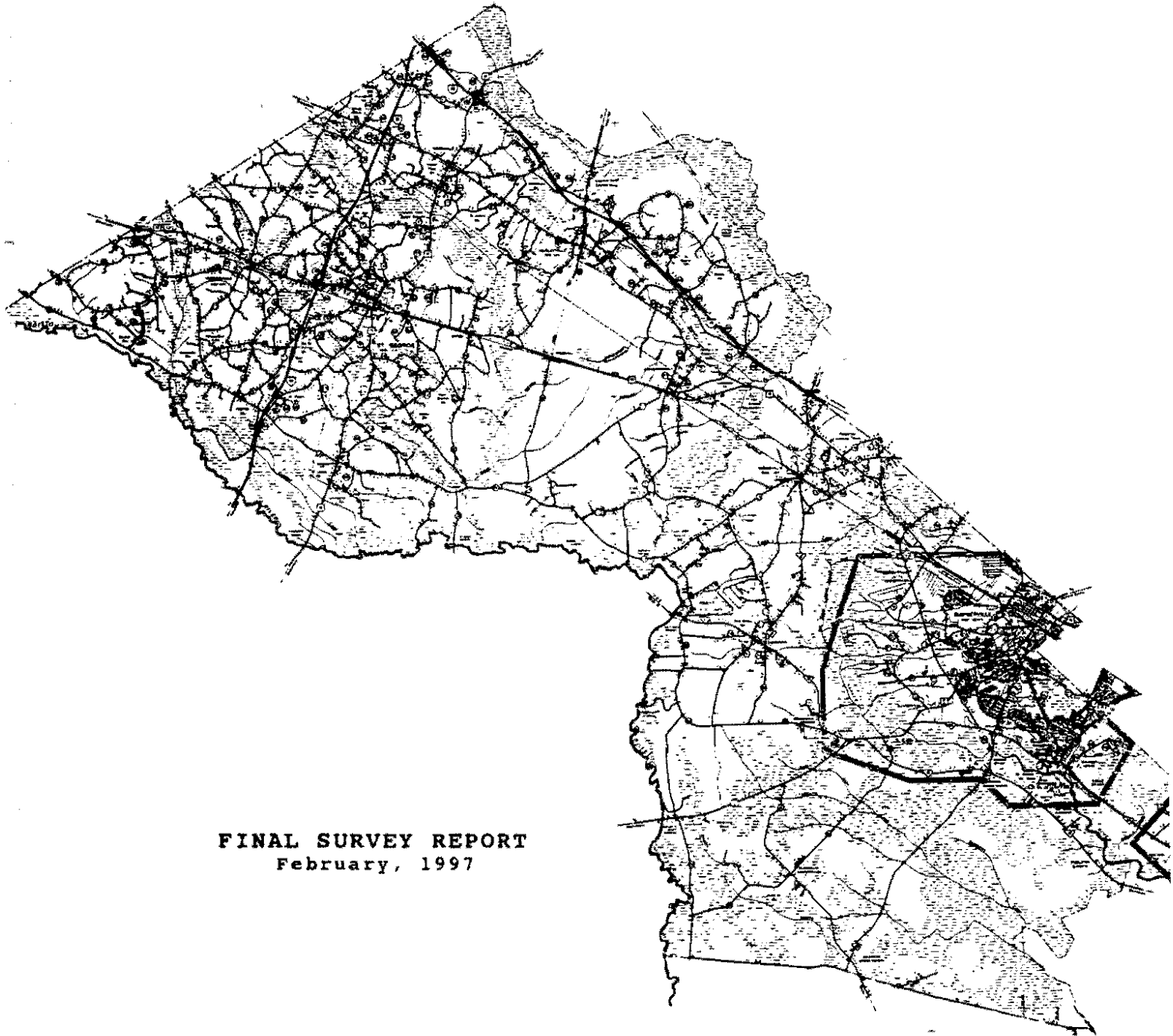


DORCHESTER COUNTY, SOUTH CAROLINA
HISTORIC RESOURCES SURVEY



FINAL SURVEY REPORT
February, 1997

Preservation Consultants, Inc.
Charleston, South Carolina

Survey information (maps, survey site forms, photographs, negatives and slides) will be stored in the Statewide Inventory of Historic Resources files of the South Carolina Department of Archives and History. The information is also on file with the County's Department of Planning and Zoning. Copies of this report may be obtained from the Department of Planning and Zoning at the County Office Building in Summerville.

SURVEY REPORT

DORCHESTER COUNTY HISTORIC RESOURCES SURVEY

CONTENTS

| | |
|--|----|
| 2. BOUNDARIES OF SURVEY AREA..... | 2 |
| 3. NUMBER OF PROPERTIES SURVEYED..... | 2 |
| 4. NUMBER OF SQUARE MILES SURVEYED..... | 2 |
| 5. SURVEYORS..... | 2 |
| 6. BEGINNING AND ENDING DATES OF SURVEY..... | 2 |
| 7. OBJECTIVES OF SURVEY..... | 2 |
| 8. METHODOLOGY AND PRODUCTS OF SURVEY..... | 3 |
| 9. HISTORICAL BACKGROUND OF THE SURVEY AREA..... | 5 |
| 10. BIBLIOGRAPHY..... | 63 |
| 11. PROPERTIES IN THE SURVEY AREA THAT ARE LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES | 69 |
| 12. EVALUATION OF SURVEY DATA..... | 69 |
| Dorchester County properties determined eligible for listing in the National Register of Historic Places..... | 73 |
| 13. DATA GAPS..... | 78 |
| 14. COMPILED INVENTORY..... | 78 |
| 15. RECOMMENDATIONS..... | 78 |
| ACKNOWLEDGMENTS..... | 79 |
| APPENDIX ONE, MAP SHOWING BOUNDARIES OF SURVEY AREA..... | 80 |
| APPENDIX TWO, COMPILED INVENTORY OF SITES..... | 81 |

ACKNOWLEDGMENT

The activity that is the subject of this report has been financed in part with federal funds from the National Park Service, Department of the Interior, and administered by the South Carolina Department of Archives and History. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior.

Title VI and Age Discrimination

This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or handicap in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to:

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In addition to the above, the consultant complies with the Age Discrimination Act of 1975 (42 U.S.C. 6101 et. seq.) which prohibits discrimination in hiring on the basis of age.

2. Boundaries of Survey Area

The boundaries of the survey area are those of modern Dorchester County. The county is bounded by Charleston County to the southeast, Colleton County to the southwest, Orangeburg County to the northwest, and Berkeley County to the northeast. (See Appendix One, "Map Showing Boundaries of the Survey Area.") The section of Dorchester County that is inside the incorporated City of North Charleston was included in the Statewide Inventory during the City of North Charleston Historical and Architectural Survey (1994-95). That area was not re-surveyed.

The section of Summerville that is inside Berkeley County was surveyed in 1989 with the Berkeley County Inventory. Only a few properties, mostly along Highway 17A east of I-26, were inventoried. None of them were found to be eligible for the National Register of Historic Places. Field work and research undertaken during the Dorchester County Survey supports the determination of non-eligibility for those properties.

3. Number of Properties Surveyed

The South Carolina Statewide Inventory includes Dorchester County Sites #1 through 1101. #1 through 7 are properties individually listed in the National Register of Historic Places before 1996; #8 is the Summerville Historic District; #9 through 22 were assigned during a federal compliance project, "A Cultural Resources Survey of the Trolley Road Widening Project, Summerville, Dorchester County, S.C."

1079 site numbers were assigned during the Dorchester County Historic Resources Survey: #23 through 1101. Including separately-inventoried properties that are parts of complexes, a total of 1186 sites were inventoried. Of these, 23 are components of National Register-listed properties; 1163 sites were inventoried that are not listed in the National Register.

1172 Statewide Survey Site Forms were prepared. 23 of these are for National Register properties; 1149 are for historic properties not listed in the Register.

4. Number of Square Miles Surveyed

The survey area includes approximately 575 square miles.

5. Surveyors

| | |
|----------------------|----------------------------|
| Project Manager: | Sarah Fick |
| Historical Research: | Sarah Fick Steven Davis |
| Field Survey: | Steven Davis Sarah Fick |
| Photography: | Steven Davis Sarah Fick |

6. Beginning and Ending Dates of Survey

February 1996 to December 1996

7. Objectives of Survey

The Dorchester County Historic Resources Survey is part of the survey program of the State Historic Preservation Office (SHPO), a division of the South Carolina Department of Archives and History. The Statewide Survey of Historic Places is the foundation of South Carolina's historic preservation program. The primary objectives of the survey are to identify historic resources, record their locations, and evaluate their significance in the context of South Carolina's history. The SHPO uses the Statewide Survey for preservation planning, and as an evaluation tool to establish National Register eligibility. The survey enables the SHPO to work effectively with local communities in their historic preservation efforts. On the local level, survey information is a tool for planning, zoning and economic development programs. The information can also serve as a basis for publications, tours, and educational projects. Dorchester County will use the Historic Survey as a resource for the South Carolina Heritage Corridor and for the county's Centennial Celebration in 1997.

8. Methodology and Products of Survey

The Dorchester County Historic Resources Survey was conducted in accordance with the *SURVEY MANUAL: South Carolina Statewide Survey of Historic Places* (revised edition June 1990), slightly modified to suit local needs. There were five stages, as outlined in the Manual: 1) background historical research; 2) reconnaissance survey; 3) intensive survey; 4) research on individual properties; 5) production of survey report. For this project, survey-eligible properties were defined as above-ground cultural resources that retain their physical integrity: buildings, sites, structures and objects (including landscape features) that were originally built before 1941 and those that were constructed after 1940 but are significant for design or historical associations. In general, properties constructed between 1941 and 1950 were not intensively surveyed, but their locations are marked on the survey maps.

Survey Products are provided in duplicate to the Department of Planning and Zoning and to the SHPO. They are 1) Statewide Survey Site Forms and Continuation Sheets; 2) black-and-white photographs (attached to Continuation Sheets); 3) photographic negatives and negative logs (housed at SHPO); 4) Compiled Inventory of survey sites (included with this report, and provided on diskette to the Department of Planning and Zoning); 5) maps; 6) color slides; and 7) this Survey Report, including Narrative History and Bibliography.

Copies of photographs and Survey Site Forms for properties within the Town of Summerville, and the survey maps that include Summerville, were provided to the town's Department of Planning and Annexation.

Historical Research

The historical narrative provides an overview of Dorchester County's history and interprets the circumstances under which its built environment developed. The history is organized thematically, with each section including examples of related sites. A list of libraries and sources consulted is included with the bibliography.

Field Work

Two kinds of field survey were employed in the Dorchester County Historic Resources Survey: reconnaissance and intensive. During the reconnaissance survey, every street and road was driven, and properties that should be surveyed

intensively were noted on maps. During intensive survey, field workers assigned site numbers, completed site forms, and photographed the resources. Reconnaissance of the towns of Summerville and St. George was undertaken early in the project as a basis for scheduling field work. In other parts of the county, reconnaissance and intensive survey were carried out simultaneously. The reconnaissance identified a large number of resources originally built between 1940-1950. Those that retain integrity of design and material are noted on Topo Maps as "1940s" but were not photographed or included in intensive survey reporting. Those without integrity are circled on the maps. Interesting properties that were not surveyed - cane mills, barns, pecan orchards, tenant houses - because of date or structural integrity are annotated on the maps as appropriate.

Survey Site Forms and Maps

Each form provides location, architectural description, and date of construction or other historical data for the resource surveyed. Photographs are attached to the continuation sheet. The site number begins with a three-digit number corresponding to the USGS Topographic Map Quadrangle that includes the site.

Most survey properties were treated as individual sites, with a separate site number, photograph and site card. Related sites and buildings in complexes were assigned a single site number, with decimal numbers assigned to each component (e.g. #0001064.00, church; #0001064.01 cemetery). In one case, the Behling Court complex in St. George, there were 16 very similar buildings constructed as a war-worker housing complex. These buildings were assigned a single site number (#4400835.00 and #4400835.01) because a single architectural description suffices for all of them. On the continuation sheet is information about each building: address, variations and alterations. Maps and the compiled inventory include all the buildings.

Index of Sites ("Compiled Inventory")

For each property surveyed, the compiled inventory includes the Topographic Quadrangle Number, site number, address, Tax Map parcel number, type of resource, and date of construction. It was computerized in a database format compatible with the system used by Dorchester County's Department of Planning and Zoning. A copy of the compiled inventory is included with this report.

Maps

Project maps are USGS Topographic Quadrangle maps, and inset maps for the towns of Harleyville, Reevesville, Ridgeville, St. George and Summerville. Topographic maps are marked to show site numbers, and annotated to show pre-1950 buildings that were not intensively surveyed.

9. Historical Background of the Survey Area

| | |
|--|----|
| GEOGRAPHIC CHARACTERISTICS | 6 |
| GOVERNMENT AND POLITICAL JURISDICTION | 7 |
| EARLY SETTLEMENT, 1670-1765 | 8 |
| THE AMERICAN REVOLUTION | 11 |
| THE ANTEBELLUM PERIOD IN DORCHESTER COUNTY, 1780-1860 | 11 |
| THE CIVIL WAR | 14 |
| LATE NINETEENTH CENTURY, 1865-1900 | 15 |
| TRANSPORTATION, 1670-1900 | 16 |
| TWENTIETH CENTURY DORCHESTER COUNTY | 21 |
| Twentieth Century Transportation | 27 |
| The Edisto-Goose Creek Tunnel and Givhans Ferry State Park | 27 |
| DORCHESTER COUNTY FORESTS | 29 |
| SCHOOLS | 33 |
| RELIGION AND CHURCHES | 35 |
| Camp Meeting | 39 |
| DORCHESTER COUNTY TOWNS | 40 |
| Summerville | 40 |
| Jedburg | 47 |
| Ridgeville and Givhans | 48 |
| Dorchester | 48 |
| Pregnall | 49 |
| Byrds | 50 |
| St. George | 50 |
| Reevesville | 52 |
| Dorange | 52 |
| Harleyville | 53 |
| Rosinville | 53 |
| Grover | 54 |
| NOTES | 55 |
| APPENDIX: ARCHITECTS, ENGINEERS AND BUILDERS | 59 |

GEOGRAPHIC CHARACTERISTICS

Dorchester County occupies 575 square miles of South Carolina's lower pine belt, bounded by Colleton, Orangeburg, Charleston and Berkeley counties. The Edisto River is the western and southern boundary with Colleton County, Four Holes Swamp forms the northeast boundary with Orangeburg and Berkeley counties, and Rantowles Creek and the Ashley River define part of the southeastern boundary with Charleston County.

Part of the southern boundary between Dorchester and Charleston counties is County Line Road, the early route from Parker's Ferry on the Edisto River toward Charleston. Dorchester County's other straight boundaries, with Orangeburg County to the northwest, Berkeley to the northeast, and Charleston at the southeast, were originally surveyed to separate Colleton, Orangeburg and Charleston districts.

Dorchester County's shape can be described as an hourglass or bow tie, its northwestern and southeastern sections divided by Four Holes Swamp, which runs north to south. The section northwest of Four Holes Swamp is further divided by Indian Field Swamp and Polk Swamp, which run generally southeast into the Edisto River. At the southeastern half of the county, Cypress Swamp runs south into the Ashley River, separating Ridgeville and Givhans from Summerville, Jedburbg and Knightsville. South of the Ashley River is an area of savannas just above tidal river levels, where Drayton Swamp, Fishburne Creek and Rantowles Creek flow southeast toward the Stono River system.

The swamp basins that cover much of Dorchester County were difficult to cultivate except by rice planters. Into the twentieth century rice was grown in inland fields along the freshwater swamps, and tidal cultivation was possible along the Ashley River. Beyond the edges of the swamps lay well-drained sandy soil good for planting cotton, which became a much more important crop in Dorchester County than rice. Lumber and naval stores (tar, pitch, turpentine) were the county's other principal economic activity historically, and pine forests remain an important component of the working landscape.

From an early date, swamps were known to be health risks. Lowcountry residents were aware of the connection between wetlands and malaria long before the role of mosquitoes as carriers was discovered. In 1825 Robert Mills found Colleton District (which included Dorchester County) to be "decidedly unhealthy" except the sand hills and ridges remote from the swamps.¹ Farms were established on high ground, while population density remained very low in the swampy areas.

Swamps and waterways in Dorchester County affected transportation routes as well as agricultural and residence patterns. Except the Ashley River below Bacons Bridge, the rivers were not navigable for craft deeper than canoes or rafts of logs, so travelers between Charleston and the interior had to cross Dorchester County overland, on some of the earliest roads in South Carolina. The routes relied on ferries and bridges, and the roadways were often impassable in wet weather.

Dorchester County's early economy, based on agriculture and timber production for the Charleston market, did not encourage the formation of towns. The earliest village, Dorchester, was a trading post near the head of the navigable section of the Ashley River. A century later, Summerville began as a planters' summer retreat. Crossroads towns were just beginning to evolve around the main roads when the South Carolina Rail Road and Canal Company opened its line from Charleston to Aiken in 1832. Railroad stations, not road intersections, determined where Dorchester County's towns would develop.

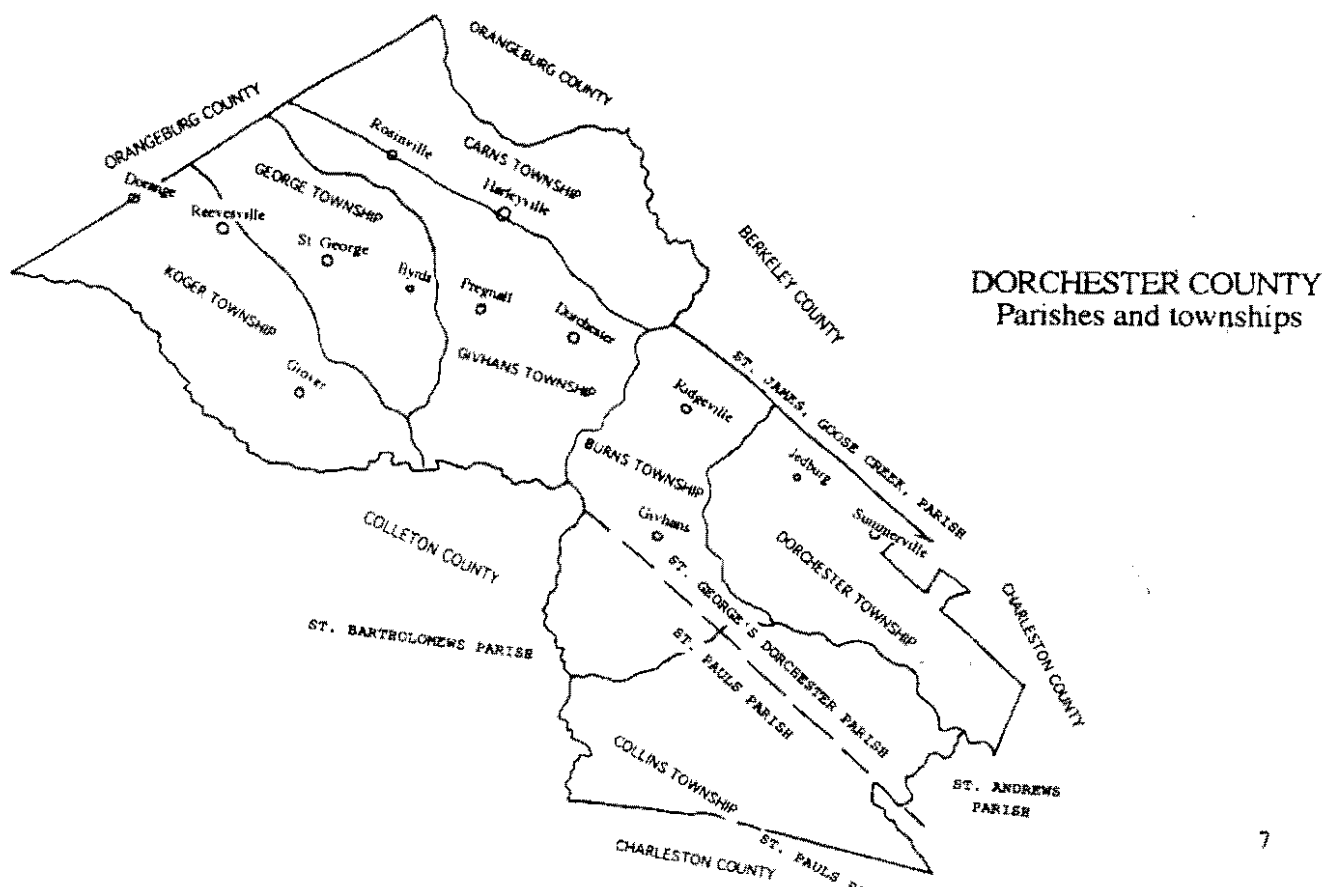
GOVERNMENT AND POLITICAL JURISDICTION

Dorchester County was created by an Act of the South Carolina legislature in 1897, after several local elections were held to decide the name of the new county (Dorchester or Edisto) and its county seat (St. George, Summerville, or Ridgeville).² Most of the county's area was taken from Colleton County, with part of the eastern section below Four Holes Swamp, and half of Summerville, being carved out of Berkeley County.

The area that is today's Dorchester County had been historically divided into parishes, districts, counties and townships. In 1682 the province of South Carolina was divided into three counties, Craven, Berkeley and Colleton. Today's Dorchester County was in both "Berkeley" and "Colleton" counties, which do not correspond to the modern counties with the same names.

Parishes laid out as administrative units for the Church of England soon became the primary units of local government. In 1706, a Church Act divided South Carolina into ten parishes. In 1717 St. George's, Dorchester, Parish was subdivided from the upper portion of St. Andrews Parish. St. Georges lies wholly within today's Dorchester County, and makes up most of its land area. The county also includes small parts of St. Pauls and St. James, Goose Creek, parishes. St. Georges and St. Pauls Parishes were in Colleton District, the reporting unit used by Robert Mills in his 1820-1825 survey and maps of South Carolina.

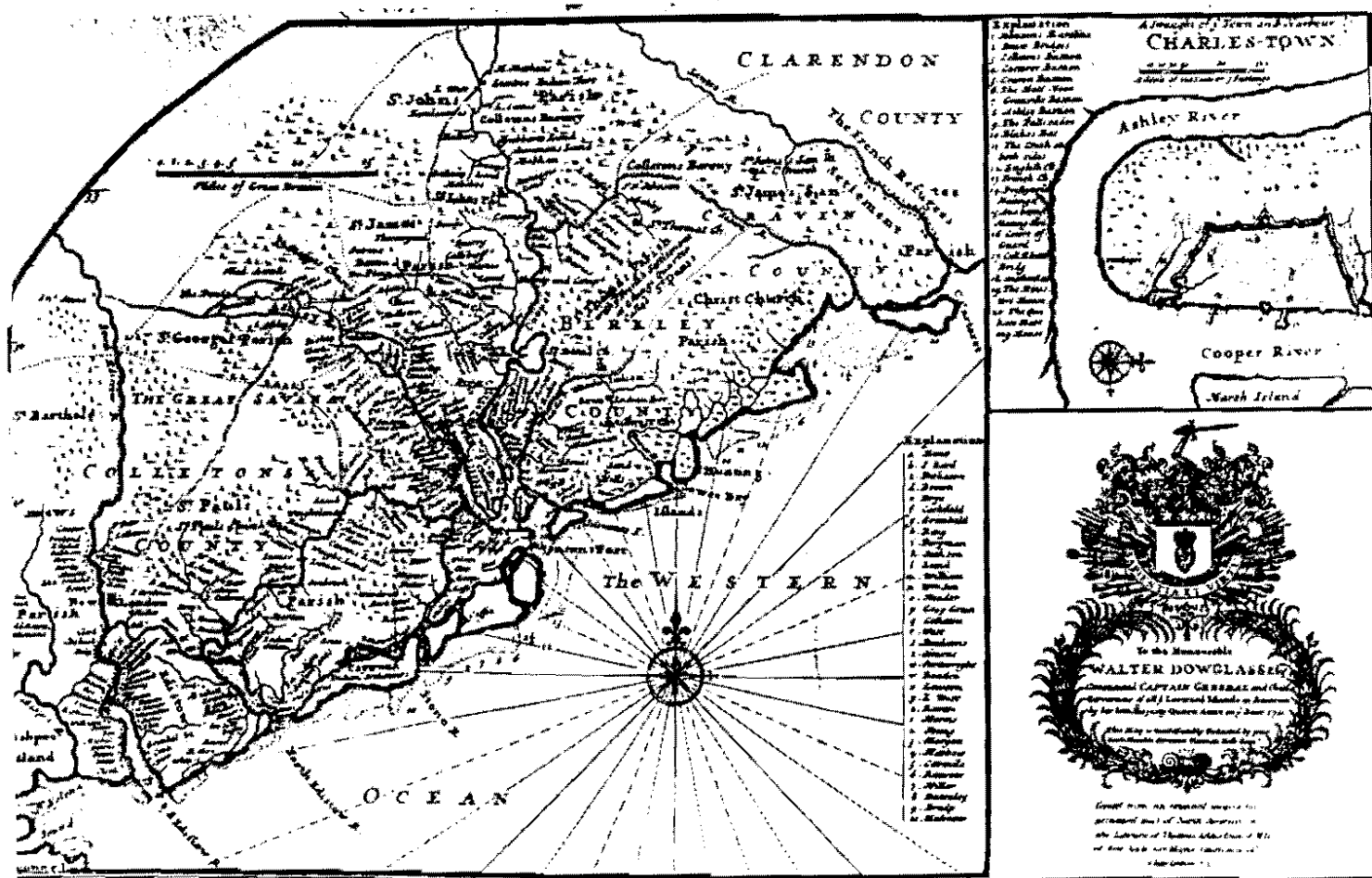
Until 1870 parishes remained the divisions for census reports in the Lowcountry. Beginning in 1880, in much of South Carolina townships replaced parishes as administrative and census reporting units. The Colleton County townships that became Dorchester County in 1897 are Burns, Dorchester, Carns, George, Givhans, Koger, and part of Collins. The land taken from Berkeley County was added to Burns and Dorchester townships except for the small section of St. James, Goose Creek, Parish, near the town of Summerville. Therefore, census data for Dorchester County is organized by township from 1880 forward.



EARLY SETTLEMENT, 1670-1765

In 1670 about 150 English colonists arrived at today's Charles Towne Landing and established a settlement. The town was moved to the Charleston peninsula in 1680 and developed rapidly. Backcountry traders bargained for dressed deerskins and other Native American goods, and settlers began to establish inland farmsteads or plantations. By 1715 there were about 16,000 people in the colony, nearly all of them living within thirty miles of Charleston.

During the first years of the colony, white immigrants brought black slaves with them. As they developed an export economy based on agriculture instead of deerskins and forest goods, they imported great numbers of slaves. In 1695 slaves made up about one-quarter of South Carolina's population. By 1720, although most white settlers owned few or no slaves, almost two-thirds of the population was black (12,000 of 19,000).³



South Carolina in about 1715

Land in Dorchester County was granted from a very early date. In 1675 the Earl of Shaftsbury (later Lord Ashley Cooper) received a grant for Ashley Barony, on the southwest side of the Ashley River. The 12,000-acre barony lay between Middleton Place and a point upriver (west) of Bacons Bridge. The residence was probably located near today's Mateeba Plantation.

Newington Plantation, at the southwest edge of Summerville, began as 3,000 acres laid out in 1680 for Daniel Axtell. By 1696, when his widow "Lady" Rebecca

Axtell was living at Newington, it had been enlarged to 4,420 acres. Colonel Joseph Blake, an Axtell grandson, built a brick mansion on Newington. The Blake family rarely lived at Newington after 1792, and in 1837 sold it to Henry A. Middleton. Newington's setting did not allow for cotton or tidal rice planting, and it was probably only lightly used by 1845 when the house burned.

Mount Boone Plantation was the thousand-acre northwest section of Newington given by Rebecca Axtell to her daughter Ann in 1711. Ann and her husband Joseph Boone were both buried on the plantation.

The Middleton and Waring families were important early landowners on the Ashley River. Benjamin Waring had a grant of 700 acres in 1693; by his death in 1712 he owned 2,470 acres northeast of Cypress Swamp/Ashley River beyond Newington. Slann's Bridge was known as "Mr. Thomas Waring's Bridge" as early as 1722. Southwest of the bridge was Cypress Plantation, granted to Benjamin Waring in 1704, and the Warings' Pine Hill.

At the northeast side of the Ashley River, in today's North Charleston, were Tipseeboo (mostly in Charleston County), granted to Thomas Butler in 1679; Archdale, granted to Richard Baker in 1681; Childs, granted in 1679; Spring Farm, granted in 1704; and Cedar Grove, granted in 1684.

Dorchester County's best-known early settlers were the Puritans who established Dorchester, the first village in the county. In late 1695 a small group from Dorchester, Massachusetts, arrived in Charleston Harbor with the intention of selecting land for members of their church to settle. They chose 4,050 acres on the north side of the Ashley River, from Booshoe or Bossua (Dorchester) Creek up to Bacons Bridge, and inland to today's Summerville. In 1697 a group of 158 church members returned to take possession of the land. They laid out farm lots, and set aside a 45-acre tract for the Village of Dorchester, a "place of trade" where Congregationalists and non-members could acquire town lots.

Dorchester was well-chosen as a trading point. This section of the Ashley River was navigable down to Charleston, and the village was near the main early roads. Although the Congregationalists had established their church two miles outside the village, in 1719 the Anglican Church selected Dorchester Village as the location of St. George's, Dorchester, Parish Church.

As rice and indigo replaced deerskins and naval stores in the economy of colonial South Carolina, Dorchester Village declined as a population center. The parish church and school kept the village alive until the American Revolution, even after the departure of most of the Congregationalists for new farms around Midway, Georgia, during the 1750s.⁴

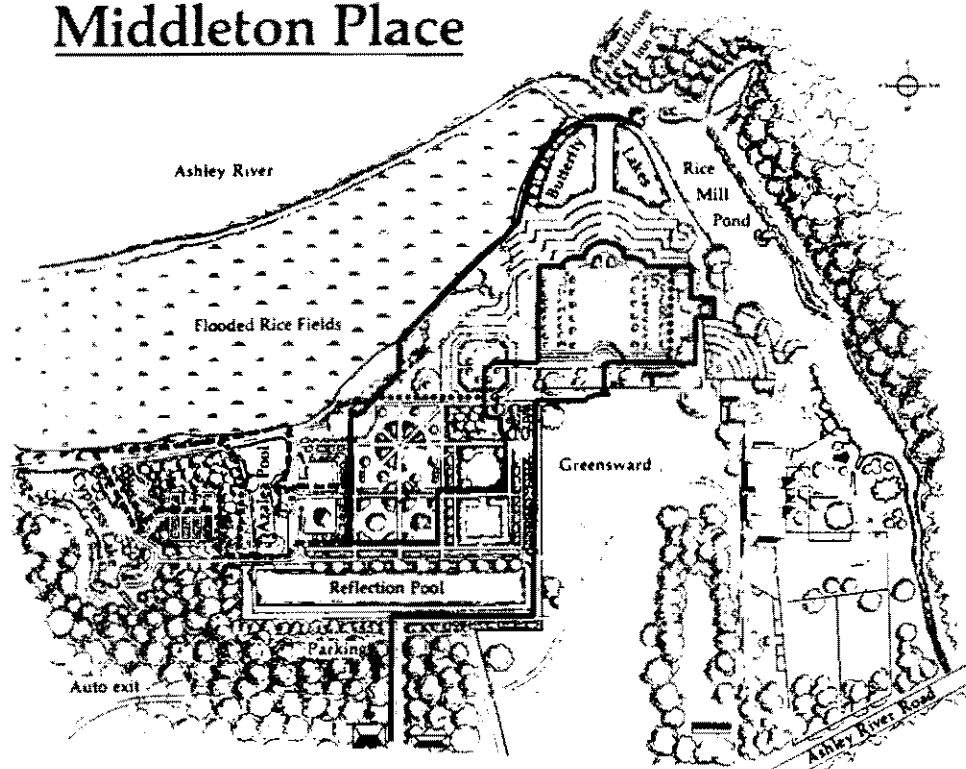
White settlement in interior South Carolina was disrupted by the Yamassee Indian War of 1715. From their base near Pocotaligo, Native Americans went to war against the colonists, destroying farms and villages as far north as Wiltown on the South Edisto River. They were pushed back, but when Catawbans and other tribes began to attack areas northwest of Charleston, the Yamassee returned from the south. In July 1715 they crossed the Edisto River, and battled almost to the Ashley. Captain George Chicken's Goose Creek militia defeated the Indians near The Forks (the intersection of Highway 61 and Highway 17A).

The war was over by mid-1716, but the defensive ring of fortifications or command posts inland from Charleston was maintained for several years. Near Givhan's Ferry, a fort was built on James Rawlings' Edisto Bluff plantation to guard the western edge of the colony. It was garrisoned by rangers who maintained communication between Charleston and Fort Moore (near Augusta) until June 1718.⁵

Following the defeat of the Yamassees, the suitability of freshwater swamps along the Ashley River for rice cultivation, and the location close to Charleston, encouraged settlement. When St. George's, Dorchester, Parish was formed in 1717, its population was estimated as 115 white families (500 persons), and 1,300 slaves. Three years later there were 876 whites living in St. Georges Parish. There were 87 slaveholders among the heads of households in 1726. Even at this early date, seven people in St. Georges Parish owned more than fifty slaves each, although most estates were smaller (more than half had fewer than ten slaves). As the population grew, nearly all the new residents were slaves. Only 12% of the 3,815 residents of St. Georges Parish were free whites in 1741.

Increased numbers of slaves made possible the conversion of freshwater swamps to ricefields. South Carolina rice planters improved production from 8,000 barrels exported in 1715 to 40,000 barrels annually in the 1730s. Between 1734 and 1768 several Acts of Assembly called for the upper Ashley River, between Slann's Bridge and Dorchester Village, to be straightened and cleared for navigation and drainage, so that surrounding lands could be cultivated. Rice planting continued its upward trend, and during the 1740s, South Carolina also became the British Empire's major producer of indigo dye. Rice and indigo growing spread together along inland swamps as far west as Aiken County.⁶

Middleton Place



Site Plan: Middleton Place National Historic Landmark

Survey data: None of Dorchester County's great plantations remain intact. At Middleton Place, Site #4910004, can still be seen parts of the ricefield system, extensive landscaped grounds dating from before the American Revolution, and a large wing of the house. A modern subdivision has been built on Newington Plantation, with a greenspace, Site #4910005, set aside to protect the location of the Blakes' house. Archaeological evidence remains of the causeway and plantation landing at Cedar Grove. See Dorchester Village, Site #4910007; Givhan's Ferry, Site #3101002.06; Boone Hill Cemetery, Site #4910027; Waring cemeteries, Site #1031087 and #4961089.

THE AMERICAN REVOLUTION

The Revolutionary War began in lowcountry South Carolina with the Battle of Sullivan's Island, June 1776. After this American victory, most of the war was fought in the north. There were no full-scale military operations in the Lowcountry, but there were skirmishes in Dorchester County during 1781-1782. In 1928 workers building a new Four Holes Bridge on Highway 78/178 found a Revolutionary-era cannon in the swamp. A granite marker was erected to commemorate actions between Col. Henry Hampton and British Lord Rawdon, and the cannon was mounted on the new bridge. There it stood until 1946 when it was taken to St. George for safe storage. In 1958 the cannon was returned to its spot on the bridge and stolen. Recovered again, it was placed in the National Guard Armory at Summerville.

Fort Dorchester also saw action during the Revolutionary War. The fort had been built at Dorchester Village as a powder magazine during the French and Indian War (1756-1763). When the Revolutionary War broke out, the fort was garrisoned by Francis Marion's Second Regiment, and Dorchester Village was transformed into a military depot. There was little activity until early 1780. When the British siege of Charleston began, Americans assembled at Fort Dorchester for their march to defend the city. Into the twentieth century "Marion's Oak" near Bacon's Bridge was said to mark the place where General Francis Marion and his troops camped while guarding the crossing.

After Charleston fell on May 12, 1780, the British briefly occupied Dorchester Village as they passed through to cut off the American escape route. They substantially damaged the fort, parish church, school, and Congregational Church before a stand-off with Col. Wade Hampton forced their retreat to Charleston in December 1781. Dorchester was then a no-man's land until December 1782 when the British evacuated Charleston.⁷

Survey data: Four Holes marker, Site #4100144; Fort Dorchester, Site #4910007.

THE ANTEBELLUM PERIOD IN DORCHESTER COUNTY, 1780-1860

After the American Revolution, South Carolinians adapted to the new economic system, without British subsidies. Planters faced extensive damage to ricefields and indigo beds in the swampy areas of Dorchester County. With the loss of British subsidies, indigo was less profitable and many planters abandoned it. Instead of rebuilding dams and reserves, they also deserted much of the swampland they had cultivated for rice, adopting the new tidal method of irrigation. Lowcountry planters moved their operations to the edges of rivers where fresh water moved by tides allowed much larger rice fields than those fed by inland streams.

The decline in inland rice and indigo in swampy areas was dramatic. As former plantations reverted to pine forest, the abandonment of clearing and drainage systems in freshwater swamps probably increased the number of mosquitoes. Vast beds of stagnant water in tidal fields also served as breeding grounds. The malarial swamps of Dorchester County were well-known as "hot-beds of disease," as Robert Mills called them.

The development of the cotton gin in the late eighteenth century was as important as the changes in rice planting in pulling planters out of South Carolina's swamps. No longer limited by the amount of cotton they could process, planters were encouraged to abandon their unhealthy wetlands, move to higher ground, and cultivate huge fields of cotton. By 1824 cotton was among the top three agricultural products in all 28 districts of South Carolina.

The economy of Colleton District rested on rice and slaves. Today's Dorchester County was part of Colleton District, but little of it resembled the region along the Ashepoo, lower Edisto, and Combahee rivers. Only on the lower Ashley River and in St. Pauls Parish was rice an important cash crop. The topography of St. Georges Parish, the major part of today's Dorchester County, was more similar to adjacent Orangeburg District, outside the tidal rice belt. In 1824 Orangeburg District counted indigo, cotton and lumber as its three principal products. Indigo was probably a cash crop in today's Dorchester County, even if the amount was statistically insignificant within Colleton District's rice, cotton and lumber economy.

Nineteenth century land use patterns in today's Dorchester County must be estimated by reference to the surrounding districts. In 1824, 67% of the total acreage in Charleston and Colleton districts was cultivated. By contrast, only 35% of Orangeburg District was under cultivation. Probably less than 50% of the land in Dorchester County was cultivated. In swamps and undrained "wasteland" lumbering and livestock grazing were the only feasible uses of the land. In the fall planters sent their slaves into the woods to catch hogs and cattle. Beginning in the 1830s, live animals could be shipped by rail, encouraging both large planters and small operators to keep livestock in the swamps.

David Gavin seems to have been typical of the kind of planter/businessman who was successful in Dorchester County. Owner of about 3,000 acres in the area of Gum Branch and Little Gum Branch south of Byrds, Gavin was a land surveyor and estate manager who managed legal affairs for clients and his family. He was also a rice and cotton planter, kept free-ranging livestock for market, and sold lumber and timber products from his Texas Plantation. In 1858 he planted only 22 acres in short-staple cotton, making 4,024 pounds (about 9 bales). In 1859, with 29 slaves, he made just over sixteen bales.

Although their rice production could not compare with the rest of Colleton District, whose tremendous crops came from the parishes of St. Bartholomew and St. Paul, planters in St. Georges Parish continued to grow rice in their stream-fed inland fields. In 1849 they produced 699,933 pounds of rice, which was an important part of the daily diet. In 1857 David Gavin's slaves produced twenty-one bushels, planting about the same number of acres as he had in cotton. Well into the 1860s, Gavin's slaves planted and harvested rice.⁸

The first Census of the United States, taken in 1790, found fewer than 4,500 residents in St. George's, Dorchester, Parish (most of today's Dorchester County). The proportion of slave to free (70:30) was higher than the state average (43:57), but much lower than in adjacent parishes: St. Pauls (94:6), St. James Goose Creek (84:16), St. Andrews (86:14), or St. Bartholomews (82:18).

During the period 1790-1830 South Carolina's population more than doubled. Lowcountry parishes, including St. Pauls, typically grew as rapidly as the state in general. However, the increase in St. Georges Parish was just over 10%. By 1820 its population had grown only to 4,715 (1,320 white), and in 1830 stood at 4,721, almost unchanged from 1820. During the same period, the number of slaves had decreased 5% while the white population increased 14% to 1,504.

In the years after 1830, many South Carolina planters and their slaves left worn-out cotton lands for fresh and inexpensive land in states to the southwest. Statewide the population grew only 2% between 1830 and 1840. During this decade, St. Georges Parish saw an 11% decrease in population, to 4,188. Among the emigrants from Dorchester County was planter Joseph Koger who moved in 1838 to Mississippi, where he became a successful politician. The Givhans family, at one time owners of over 6,000 acres along the Edisto River, had all moved to Alabama by 1843. Departing planters took their slaves, whose number fell 18% to 2,542

(61% of total population) by 1840. In St. Pauls Parish, the population declined to 5,548 (85% slaves).

After the changes of the 1830s and 1840s, slave ownership patterns in St. Georges Parish were stable between 1850 and 1860. The total population in 1860 was 5,718: 40% white, 2% free blacks, 58% slave. In adjacent parishes, around 80% of the residents were slaves. In 1850 there were 215 owners of slaves in St. Georges Parish; in 1860 there were 247. Small numbers of slaves were typical. In 1850 7% of owners had only one slave; 36% had five or less. In 1860 9% had one slave; 42% had five or less. In 1850 two planters had more than 70 slaves (Williams Middleton, 116, and J. M. Dwight, 82). By 1860 five men had more than 70: Isaac Murray (98), R. S. Bedon (80), S. C. Brownlee (73), Joseph H. Waring and Augustus Fludd. The latter two were the only residents of St. Georges Parish to be counted among the 440 South Carolinians who owned at least 100 slaves in any one parish in 1860. Fludd (1833-1897) of Bloomfield Plantation and Summerville had 170 slaves working in St. Georges Parish, and 85 in Orangeburg District; Waring (1823-1876) of Pine Hill Plantation and Summerville held 107 slaves.



December 1938, Summerville.
Servant quarters in the rear of a home
MARION POST WOLCOTT
LC-USF34 50598

From Constance B. Schultz, A South Carolina Album, 1936-1948

For the 1860 census, slave owners reported the number of dwellings they owned that were occupied by slaves. The average in St. Georges Parish was one house per four slaves, and no owner seems to have exceeded six slaves (counting children) per house. A few slave owners reported owning no slave dwellings.

Some of them, such as James George (19 slaves), are known to have been townspeople whose slaves probably lived "out" in independent housing.⁹

Survey data: Most of the antebellum houses remaining in Dorchester County are in towns. The best-known residences in rural areas are two-story I-houses: the Koger House (Carroll Place), Site #4200006, Westbury House, Site #4400042, and Clayton House, Site #3201056.

The only slave dwellings known to remain are in Summerville, the homes of slaves who lived in town next to their masters. See Sites #4960255.01, 4960467.01, and the outbuilding at Site #4960478.

THE CIVIL WAR

The Civil War took place outside today's Dorchester County, but for five years the agricultural, economic and social life of the area was disrupted. In January 1861 the First Battalion, Eighteenth Regiment, was called out to form a volunteer company at St. George. In his diary, David Gavin commented that his overseer was among the volunteers, so that Gavin needed to feed and house the man's family while a new overseer took over his work.

In 1861 Col. Morgan T. Appleby recruited and organized Company C, 24th Regiment SCV, in upper St. Georges Parish. In January 1862 the Second Volunteer Company left George's Station, the fourth company gone from the parish. Fifty years old, David Gavin lamented the situation of the planter left at home: "no shoes for my people yet and nowhere can I get them... Nearly all the white men have been called into military service; I have but little leather and no person to work what I have."

While Gavin followed the war news during the early summer of 1862, his 33 slaves planted rice, sweet potatoes and peas. By late fall, "times are hard on us here... but it is trifling in comparison to those in towns and those who have been driven from their homes." Refugees from Charleston and the coast moved to Summerville, and some are said to have camped at Indian Field Campground.

Too old to fight, David Gavin sent his slaves to serve the Confederate Army. When the bombardment of Charleston began in the summer of 1863, three of them spent two months working on the fortifications at Sullivan's Island. Several times in 1864 he paid train passage to send one or more slaves to work on fortifications on the Edisto River.

During February 1865, while Sherman marched across the Midlands of South Carolina, Union troops moved inland from Charleston. By March they had secured a line across the railroad above Summerville, extending south to the Charleston-to-Savannah rail line. Summerville surrendered to Union General John Hatch, who was then in command of Charleston. Sporadic raiding troops, white and black, including those who were stationed in the area, were responsible for destruction along the Ashley River. The main house at Middleton Place and the house at Cedar Grove Plantation, at the opposite side of the river, were both burned.

A bridge at Givhans Ferry burned at some point during the Civil War. The railroad through Dorchester County was largely undamaged, except a portion of the trestle over Four Hole Swamp which was burned. From a point two miles below Orangeburg to Charleston, trains could still run after the war, although they were controlled by federal regiments until June 1865.¹⁰

Survey data: Indian Field Campground, Site #4400003; Middleton Place, #4910004; Givhans Ferry, #3201002.06.

LATE NINETEENTH CENTURY, 1865-1900

There was very little population increase from 1860 to 1880 in the parishes that became Dorchester County: all of St. George's, Dorchester, Parish, part of St. Paul's Parish and a small slice of St. James, Goose Creek, Parish. Because the census was based on parishes, it is almost impossible to estimate the population within today's Dorchester County until 1880, when it can be approximated using township figures.

Between 1880 and 1890, in the seven townships that form Dorchester County, population increases ranged between 3% and 9%. Growth was more rapid during the next decade. By 1900, the population of Dorchester County was 16,294: 3,216 families living in a total of 3,210 dwellings.

Dorchester County Population¹¹

| | <u>ca. 1860</u> | <u>1880</u> | <u>1890</u> | <u>1900</u> |
|----------------------|-----------------|-------------|-------------|-------------|
| Summerville | 1,088 | 1,371 | 2,219 | 2,420 |
| Ridgeville | | 250 | 212 | 250 |
| Pregnall (Rumphtown) | | 89 | | |
| St. George | | 279 | 629 | 576 |
| Reevesville | | | 109 | 137 |
| Harleyville | | | | 243 |
| Grover | | | | 59 |
| DORCHESTER COUNTY | | 12,416 | 13,735 | 16,206 |

* Countywide population estimates for 1880 and 1890 are probably high; they include all of Collins Township (in St. Pauls Parish), not all of which is in today's Dorchester County.

Although the number of people living in towns rose, Dorchester remained a farming county. Census reports show steady increases in cotton production and acreage. Colleton County (including today's Dorchester) nearly doubled cotton production every decade: 2,335 bales in 1869, 4,869 in 1879, and 9,087 in 1889. The number of acres in cotton increased from 11,447 in 1879 to 21,709 in 1889.

In 1900, Dorchester County reported separately from Colleton County for the first time: 6,301 bales of cotton on 11,473 acres. Corn, less important as a cash crop, was an essential food for people and livestock. In 1899 there were 21,916 acres of corn in the county, much greater than the area used for cotton.

South Carolina's agricultural economy in the late nineteenth century was evolving to a system of tenant farming, sharecropping, and various forms of crop-liens. According to the News and Courier, in 1880 the African-American freedmen of Colleton County were "securing comfortable little estates. No liens are given by the croppers - everything is on a cash basis." The reporter stated that the system in Colleton County was for cash wages and cash purchases. This was different from the Sea Island system of paying rent with a set number of days' labor per week, and from the system of sharecropping strongly established in the Upcountry. (It is not certain whether the reporter visited areas that are in Dorchester County today.)

Cash tenancy and task-days were preferred by African-Americans who hoped to eventually own property. By 1900, when 22% of all black farmers statewide owned their farms, 42.9% of them did in Dorchester County, the same percentage as in Charleston County. However, more than half of the owner-operated farms (581 of 1009) in Dorchester were still owned by whites, who had an ownership rate of 72%.

At the turn of the century, 62% of Dorchester County's population was African-American, and most black families farmed. Of the 1,803 farms reported in the 1900 census, 996 (55%) were operated by black farmers. More black farmers than white were sharecropping, but the overall rate of sharecropping remained low compared to the Upcountry. In 1900, 78 farms were sharecropped, 18 of them by whites. Cash tenancy was much more common than sharecropping.

Phosphate mining was very important to the post-Civil War economy in Charleston and Colleton counties, but had less impact in Dorchester County, most of which was outside the best phosphate mining areas. In 1879, 150 employees of the William Gregg Mining Company were digging phosphate rock along the Ashley River in Collins Township (Charleston and Dorchester counties), and land mining took place on Middleton lands west of the Ashley River. The northernmost of the Ashley River manufacturing operations were in today's North Charleston. Ten Mile, the phosphate center on the Ashley, was close to Summerville by rail. In 1890, Julian Fishburne, proprietor of Fishburne Phosphate Works, grocer John A. Meyer, and miner Laurence N. Chisolm all commuted from Summerville to the works at Ten Mile.¹²

Survey data: More than in rural areas, the Victorian styles of the late nineteenth century are seen in towns, where new residential development took place during this period. Good examples of Queen Anne, Second Empire, and Folk Victorian design can be found in Summerville. Notable Queen Anne style buildings in Ridgeville are the Way House, Site #4290639, and Tucker's Hotel, Site #4290618.

Many Victorian-influenced houses have a lateral core with a front wing providing an L-shape, for example, Site #5310990, an unadorned cottage built about 1895. Some are enhanced with a polygonal bay or bow window: see Site #4910859, the Stall House, ca. 1870; #4200914, ca. 1880; #5310982, the Whetsell House, ca. 1885; Site #4400045, and the Creighton House, Site #2190669, both ca. 1890; and #5310977, ca. 1895.

A variant is a rectangular or H-shaped house with paired front gables; the Bell House, ca. 1885, Site #2190674, and the George House, ca. 1850, Site #4400735 (original ornamentation was lost when the porch was reworked in the 1930s) are good examples.

The tall one-story lateral gable farmhouse with a simple rectangular plan is very typical of rural Dorchester County. Examples are Site #4400037 and #4400067, both ca. 1890; #4170111 and #4960881, ca. 1900. There are also a few post-war I-houses: Site #4400065, ca. 1890; #4400817, the Minus House, ca. 1875. Even simpler is a one- or one-and-a-half story residence with lateral gable, double pitched roof extending as an engaged porch across the facade: #4400054, ca. 1900; #4200889, ca. 1880.

Whether in town or country, houses from this era generally had outbuildings. A kitchen house was usually a small one-story rear building, connected to the main house by an open corridor or breezeway. Most breezeways have been enclosed, and over time kitchen houses and offices become completely incorporated into the main living space. Good examples of kitchen houses were identified at Site #4200969, a simple hipped-roof farm cottage with an L-shaped rear kitchen wing; Site #4400067, a substantial lateral gable house with kitchen wing at Byrds; and Site #4960203, a two-story dwelling with small kitchen building in Summerville.

TRANSPORTATION, 1670-1900

The earliest roads in Dorchester County include Dorchester Road-Old Beech Hill Road-Givhans Ferry Road (SC 642-162-30), Ashley River Road (SC 61), Bacons Bridge Road (SC 165), US Highway 78/178, Wire Road (SC 19), County Line Road (CR 724), and Parkers Ferry Road-Sandpit Road (SC 137). Few of them remain in their original beds from end to end.

Some of the oldest road systems began as Native American trails that were adopted and improved by white traders. Colonists built others to connect bridges or ferries with existing roads and settlements. Road construction and maintenance were required of land owners, whose slaves often provided the labor. Bacons Bridge-Delemars Road (SC Highway 165), from Bacons Bridge to Parkers Ferry (County Line) Road, was authorized under an Act of 1735. An Act of 1851

called for a "new road" to be laid from Ridgeville to the old River Road at or near Beech Hill (either Carter Road or Givhans Road).

Ferries operated under license, and set standard rates for passengers, animals and freight. The best were large flat-bottomed boats, run by a cable, that could hold a coach and horses. Parkers Ferry across the Edisto River was being operated by John Parker by 1733. Givhan's Ferry was in operation as "Wort's Ferry" at least by 1778, when an Act ordered a road, which became Highway 61 west of The Forks, to be built from the Ashley River to Wort's Ferry.

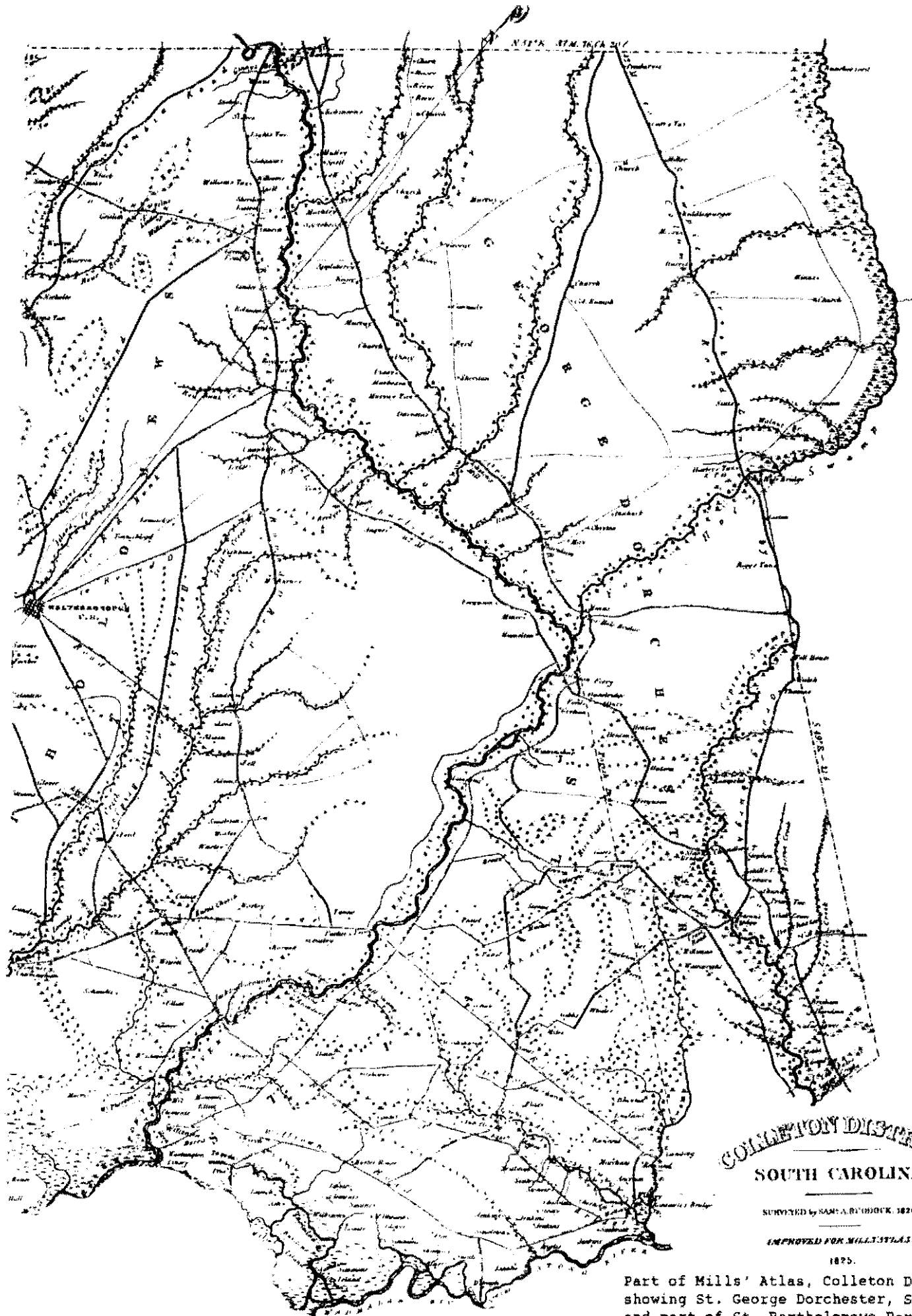
The upper reaches of the Ashley River were bridged fairly early. Bacons Bridge (first known as Stevens Bridge) and Slann's Bridge (Mr. Waring's Bridge) were in use by 1722, when they were made public bridges, to be maintained at the expense of the male inhabitants of the parish. In 1744 more bridges were made public, including Eagle's and Dorchester (just below Dorchester Village, this 150' bridge was lost before 1780).

A causeway and bridge across Four Holes Swamp on the Orangeburg Road was first authorized by an Act of 1753, but not built. An Act in 1770 called for the Parish Commissioners to have it built as a public bridge, and it was in use by 1780. Upkeep was expensive, and in 1820 it was made a toll bridge. Mills' Atlas shows this bridge as "Four Hole," with Harley's Tavern adjacent to it (not at Harley's Bridge downstream). The modern Highway 78 bridge and monument are in the general location of the first upper Four Holes Bridge.

Harley's Bridge on Wire Road was the lower Four Holes bridge, authorized in 1792 to be built and managed as a toll bridge by George Muckenfuss. In 1813 it was vested in Stephen Minus. Mills' Atlas shows the bridge as "Four Hole," with "Minus" nearby. West of Four Holes Swamp, Wire Road's crossings over Indian Field Creek, Polk Swamp and Cattle Creek were not bridged in 1825. Highway 15, which today connects St. George with Walterboro, was bridged by "Raysor's Bridge" sometime after 1825. The bridge is not shown on Mills' Atlas, but Raysor's Tavern appears beside the river, at Canadys in today's Colleton County.

Bridges frequently washed out. In 1856 David Gavin found it difficult to get to Walterboro, as Raysor's Bridge (near today's Highway 15 bridge over the Edisto) was "down, and no flat built yet." Instead, Gavin went via Givhans, using the "new bridge at Four Holes."

Overland traffic in the backcountry would not support a full-time hostelry, so innkeepers and taverns owners were usually farmers earning side money. Mills' Atlas shows inns and taverns dotting main roads in Dorchester County. On the route to Orangeburg, Murray's Tavern was east of today's Grover. Further west was Joseph Koger's inn, said to have been built ca. 1800. Rigg's Tavern stood on Highway 78 east of Four Holes (north of today's Ridgeville), with Harley's Tavern and Post Office at the west side of the bridge. Further up the Columbia Road (Highway 178), Carr's Tavern was on the west side of today's Rosinville. The area around Summerville supported several taverns in 1825: Chandlers, Cahills and Priers are all shown on Dorchester Road, where Bacon's Bridge Road and Old Orangeburg Road join Dorchester Road near Slannsville and Knightsville.



Part of Mills' Atlas, Colleton District showing St. George, St. Paul, and part of St. Bartholomews Parish.

Running through deep sand or swampy bogs, Dorchester County's roads were time-consuming for passengers and inadequate for shipping goods. Until the railroad opened in the 1830s, cotton and cattle had to be hauled or driven through miles of mud to reach the markets of Charleston. However, because of the lack of market centers in St. George Parish, in 1820 94% of the heads of household were farmers or planters, while only 6% were engaged in commerce or manufacturing. In St. Pauls Parish, much closer to the city and the wealthy Sea Islands, 20% of the heads of household were engaged in commerce.

There were several attempts to improve the Edisto and Ashley rivers for shipping. As early as 1787, an Act proposed a link between the two rivers. From a point near Branchville where the two forks of the Edisto River converge, a canal would be dug to the Cypress Swamp/Ashley River system above Bacons Bridge. This would increase the depth and flow of the upper Ashley, and allow river shipping from the northwest part of South Carolina to Charleston. Robert Mills described another plan in 1825: a 14-mile canal from Givhans to Dorchester Village, the highest point on the Ashley River navigable by schooner. This would bring plantations on the upper Edisto River eighty miles closer to Charleston by water. The idea was not tested, and canal plans were soon overshadowed by railroad building.

Survey data: Parkers Ferry, Site #2481090; Bulows Landing, Site #4170109; Givhan's Ferry, Site #3201002.06; Four Holes Monument, Site #4100144; Bacons Bridge, Site #4911095.

None of the inns and taverns shown on Mills' Atlas remain today. Later highway inns include the Clayton House on Wire Road, Site #3201056, and the Westbury House near Grover, Site #4400042.

South Carolina's first railroad, from Charleston to Hamburg (North Augusta), was intended to improve the shipment of cotton from interior South Carolina to Charleston Harbor. Cotton merchant William Aiken led in establishing the South Carolina Rail Road and Canal Company, chartered in 1827. The route selected was slightly north of the most direct line to Augusta. From Summerville the line was surveyed to the Edisto River at a point in Orangeburg County thirty miles above Givhans Ferry. This avoided the Ashley River, and moved the railroad away from the rich Edisto valley, where there was opposition from some planters. Concessions and construction materials were easily available in poorer areas of Colleton and Barnwell counties. Land owners eager for the railroad sold land and timber on favorable terms, or hired their slaves cheaply to the company for grading and clearing the 200' wide right-of-way strip. One such owner was Andrew Way of Dorchester, who hired ten men to the railroad company, with their wages paid to Way.

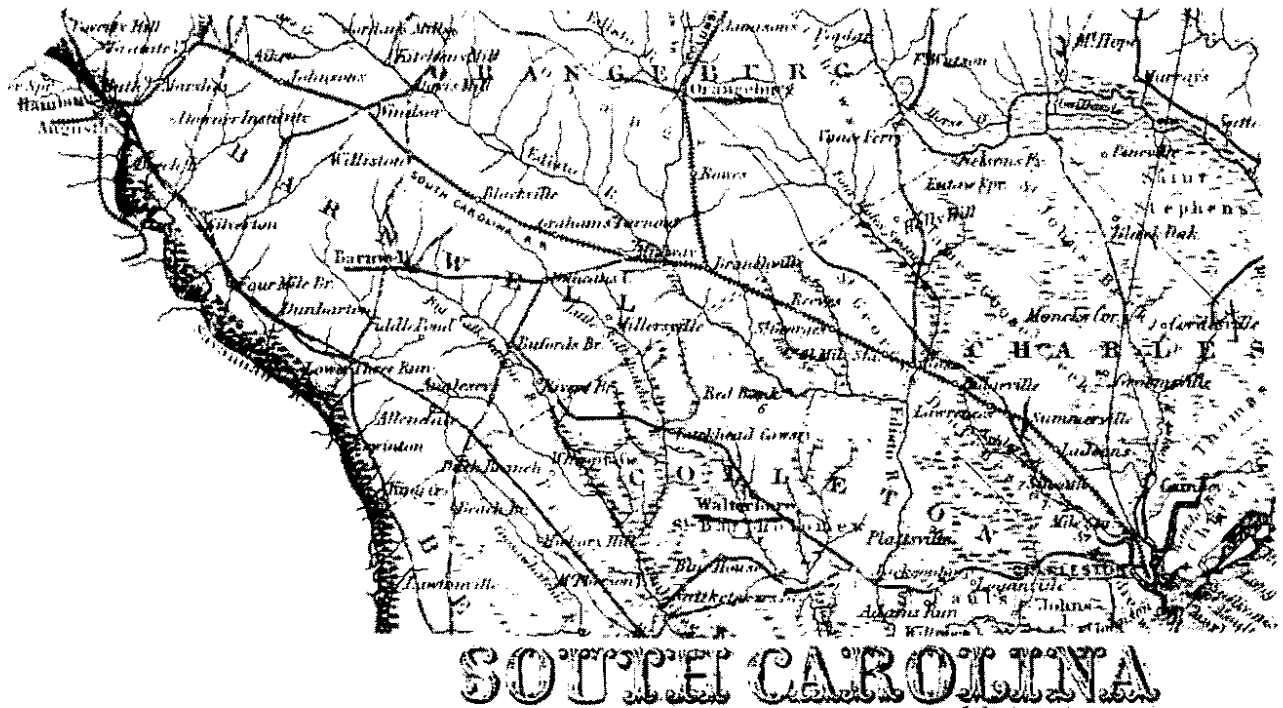
Despite being offered construction material at low prices by inland land owners, the railroad had to buy land to get the needed timber closer to Charleston. The company bought 1,800 acres near Summerville for timber, and as a long-term source of firewood for the engines. When 300 acres was sold as town lots in 1831, it was with the requirement that standing trees not be cut.

In January 1830 the company began to lay track north from Charleston, completing six miles by the end of the year. By May 1831 about 65 miles was under construction, with the tract of land near Summerville providing lumber for pilings, rails and sills along 45 miles of rail line. Including slaves, there were over 600 laborers, most of them working for contractors building four to ten mile sections of the line. By 1832 up to 1,300 men were working on the railroad.

In June of 1832 the railroad was open as far as Summerville; by November to Branchville (62 miles from Charleston); and in October 1833 the line was complete to Aiken, a twelve-hour trip from Charleston. There were sixteen "turnouts,"

with water pumps and wood sheds. These turnouts, such as "Rosses" (Dorchester) and "George's" (St. George), became important station stops.

Railroad lines changed management and ownership frequently. In 1844 the South Carolina Rail Road and Canal Company merged with the Louisville, Cincinnati and Charleston Rail Road Company to become the South Carolina Railroad Company. During the late nineteenth century, a few large railway companies emerged from many small lines. The Charleston-to-Aiken railroad, which was then known as the South Carolina and Georgia Railroad, was acquired by the Southern Railway Company in 1899.



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1855.

Portion of J. H. Colton's Map of South Carolina showing rail lines in 1855

Another small company, the Eutawville Railroad, was chartered in 1884 to build track from the Santee River to the main line at Pregnall. Construction began at Pregnall in 1885, and built to a junction at Eutawville, with lines east to Knight Company's mill at Ferguson and west to Elloree. Reorganized as the Charleston, Sumter and Northern Railroad (CS&N), the company laid a bridge across the Santee River, and by 1892 reached the Seaboard Air Line tracks at Hamlet, North Carolina. The Atlantic Coast Line (ACL) railroad responded to this competition by forming the Charleston and Northern Railroad in 1895. This company bought up the CS&N, abandoned the Santee River crossing, and divided the company's assets among several ACL allies. Southern Railway eventually purchased the abandoned track from Pregnall to the Four Holes station north of Harleyville and restored the rail connection from the Southern Railway to the Santee River.¹³

The railroad across Dorchester County changed residential and traffic patterns. Summerville grew far beyond other, more isolated summer villages. The

establishment of a depot at the intersection of Second Texas and Quaker, two important early roads, created the town of St. George. As new towns developed along the rail line, Highway 78 was gradually built parallel to the track from Four Holes Swamp to Dorange so goods could be carried by wagon to depots.

For most residents of today's Dorchester County, the Colleton County seat of Walterboro was as inconvenient to reach as any place in the state. Not until 1887 did rail service reach Walterboro, and even then it was not connected directly with the main Charleston-Branchville line. Summerville, Charleston and Orangeburg were more convenient from most of Dorchester County than Walterboro.

During the 1890s several companies operated electric street cars (trolleys) in Charleston. Beginning in 1894, there were periodic attempts to organize an electric railway line from Charleston to Summerville. Various companies assembled right-of-way strips for the trolley line. The last serious effort, the Charleston and Summerville Interurban Railway, was effectively defunct by 1917. Part of its right-of-way became today's Old Trolley Road.¹⁴

Survey data: The only railroad structures surveyed were a twentieth century freight loading platform at St. George, Site #4400784, and the remaining portion of the Reevesville Depot, Site #4200959.



Reevesville Depot, 1979

The Caroliniana Library Collection

TWENTIETH CENTURY DORCHESTER COUNTY

The population of Dorchester County grew slowly from 1900 to 1920, a 19% increase from 16,294 to 19,459. There was a slight decline during the 1920s, to 18,956. The decline was reversed during the 1930s, returning the total population to 19,928. Throughout these four decades, the African-American population exceeded the white, but in proportions decreasing from 61.9% to 57.4%. Population decline during the 1920s was substantially equal for both races, but during the 1930s the white population grew nearly 10%, to 8,489, while the black population returned only to its 1920 level by 1940.

Dorchester County Population¹³

| | <u>1900</u> | <u>1905</u> | <u>1910</u> | <u>1920</u> | <u>1930</u> | <u>1940</u> |
|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Summerville | 2,420 | | | 2,550 | 2,579 | 3,023 |
| Jedburg | | 107 | | | | 75 |
| Ridgeville | 250 | | | | 418 | 593 |
| Dorchester | | | 115 | | | 166 |
| Pregnall | | 100 | 100 | | | 100 |
| Byrds | | | | | | 35 |
| St. George | 576 | | | | 1,639 | 1,918 |
| Badham | | | | | | 81 |
| Reevesville | 137 | 165 | | | 181 | 217 |
| Harleyville | 243 | | | | 371 | 381 |
| Grover | 59 | | | | | 57 |
| Givhans | | 113 | | | | 100 |
| DORCHESTER COUNTY | 16,206 | | 17,891 | 19,459 | 18,956 | 19,928 |

Until 1940, half of Dorchester County's population lived on farms (56% in 1930, just under 50% in 1940). As it had done since before the Civil War, the agricultural economy rested on cotton into the twentieth century. The value of cotton production was exceeded only by logging and forest industries. In 1909 Dorchester County's leading exports were lumber, phosphates, cotton, cattle and truck crops: among the crops cotton was Number One, and corn, mostly grown not for sale but for animal feed, was the second most important.

As a cash crop, cotton was uncertain because of difficulties in production (boll weevils, weather, labor) and also because of volatile pricing. Cotton prices tripled from 1915 to 1919, collapsed in 1920, then in 1921 reached half the high of 1919. After a period of fairly stable prices, a new decline began in 1926 that hit bottom in 1930. After the first price crash, the acreage in cotton was reduced one-third statewide, and production fell by the same proportion. There was then a slight increase in production, and cotton held steady at that level until 1930. In 1925 Dorchester County's crop was the best it had been in years, with 17,160 acres planted in cotton producing 5,804 bales. Even so, more land (21,261 acres) was in corn.

Cotton acreage fell to 14,376 in 1929 and 11,324 in 1939. However, production per acre was improving during the period, from .33 bales per acre in 1924 to .51 in 1940. Cotton gins were located at most of the towns in Dorchester County, and at several of the larger farms. They declined with production, but as late as 1966 there were five gins in the Reevesville-St. George area.

Rice, the other great antebellum crop in the Lowcountry, declined entirely between 1900 and 1940. In 1899 rice was planted on 2,612 acres, in 1909 on only 218 acres. In 1924 farmers grew 1,951 bushels on 188 acres. By 1929 82 farms planted at least some rice, a total of 117 acres countywide. In 1939 26 farms in Dorchester County grew rice, all their fields combined measuring only 36 acres.

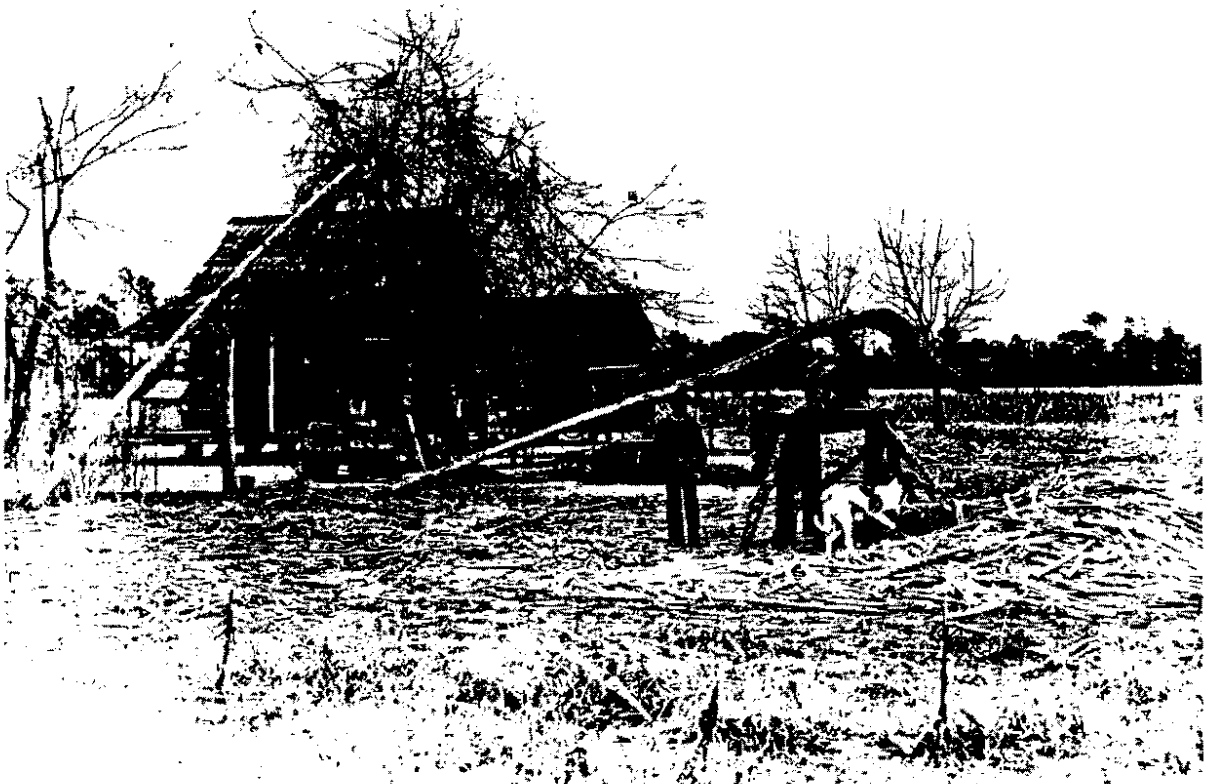
During the 1920s, there was some diversification from the traditional one-crop agriculture. The boll weevil was said to have served one positive purpose: forcing farmers to finally try other crops and livestock: poultry, truck crops (fresh vegetables), sweet and Irish potatoes. From 1925 to 1926 there was a 100% increase in the acreage in beans and Irish potatoes in Dorchester County.

The dairy industry in Dorchester County developed between the World Wars. In 1899, although 596 farms in the county produced at least some dairy products, the total value was the lowest in the state. In 1917, despite the importance of market livestock, there were still only three dairies in Dorchester County. A

federal program to eradicate tick fever with chemical dips made it feasible to keep dairy cattle, while advances in refrigerating rail cars made shipping milk possible. By 1940 dairying was South Carolina's third most important farm business. Soon there were thirteen dairies in the Ridgeville area, and by 1953 there were 32 dairies in Dorchester County. The largest dairy was operated by Evans T. Salisbury of Summerville; Beverly W. Rogers and his son B. W. Rogers Jr. had the next largest, at Ridgeville. Near Harleyville, A. Willis Canaday and his sons operated a smaller dairy, on land Canaday had bought in 1939.

Farmers who kept large herds of cattle in small confines needed an economical way to feed them. The solution was silage, green crops packed and stored for feeding year-round. A round masonry tower was the best silo, and these structures began to appear across the state. In 1906 two dairy farmers in South Carolina were using silage; by 1917 it was considered "a hazardous business to undertake to raise cattle without a silo." The best crop for silage was sorghum, inexpensive to grow and easy to pack, but corn was also suitable.

Although most sorghum was cut for silage, some went into farm-made sorghum cane syrup. More syrup was made from sugar cane, which is widely grown in Dorchester County today. Cane grinding mills and outdoor syrup boilers can be seen from one end of the county to the other.



December 1941 - Summerville vicinity

MARKON POST WOLCOTT
11-1-1941

From Constance B. Schultz, A South Carolina Album, 1936-1948

Fruit and nut trees were among the new crops promoted during the 1920s. In 1924 over 2,000 bushels of peaches were produced on 7,632 trees in Dorchester County. Most of these peach trees have disappeared. Pecan trees planted during the same period (2,780 by 1924) have lasted longer. Groves or orchards are recognizable even when they are not being managed or harvested.

Tobacco remained a small crop in the Lowcountry until the 1930s. In 1924 Dorchester County produced 46,300 pounds of tobacco on 69 acres. Tobacco planting increased to 102 acres (75,155 pounds) in 1929 and 904 acres (756,155 pounds) in 1939. As tobacco spread across northern Colleton, Berkeley and Dorchester counties, distinctive barns began to dot the rural landscape. These curing barns, fired first by wood, then by fuel oil and finally by propane, were built from the 1930s to the 1950s, typically with fireproof asphalt roll sheathing on the exterior. With the advent of portable metal ovens, tobacco barns were obsolete, and their design made them impractical for other farm purposes.¹⁶

Survey data: Fields in Dorchester County are still planted in cotton, but (except farmers' residences) few sites related directly to cotton growing were surveyed. See St. George Cotton Oil Mill, Site #34400762, and a seed warehouse in downtown St. George, Site #4401094. The only cotton gins in the county are modern.

Until the 1970s when prefabricated metal silos became widely available, silos were most often built of concrete, which could be formed at the site. Concrete silos remain throughout Dorchester County, and were inventoried as outbuildings (see Sites #4291066 and #4960194). Several brick silos, typically shorter than those of concrete, were also noted. These are a rarer type than concrete, so one was surveyed individually, Site #4960253.02.

Cane mills and boilers, some of them in working condition, were noted as outbuildings to many rural residences and at Middleton Place, Site #4910004. One intact example of a grinder and boiler complex still in use was surveyed, Site #0500917.

Pecan groves and small stands of trees were noted as surroundings to survey sites. One large commercial orchard still in production was surveyed, Site #4401096.

Abandoned tobacco barns were noted throughout the county. None retained sufficient integrity to be surveyed individually, but they were listed as outbuildings to many sites: see #4291007, #4400035, and #4400069 for examples.

During the first decades of the twentieth century, the farming population reflected the general population of Dorchester County: 59% of the county's residents were African-American in 1920, and 57% (1,282) of the farm operators were black. However, land ownership by black farmers consistently lagged behind their white contemporaries. In 1940, the county's general population was 57.4% black, and 63% of the farm population was black; 34% of black farmers, but 60% of white, owned their land.

For both races, the number and acreage of farms and the rates of ownership and tenancy fluctuated with the economy. Between 1900 and 1920 the number of farms in Dorchester County increased from 1,803 to 2,260, but the rate of ownership declined from 56% to 45%. By 1925 only 39% of farmers owned their land. The bigger loss had been among black farmers: only 214 (21%) owned their land in 1925, whereas 59% of white farmers did.

Farm size varied greatly according to the race and tenure of the farmer. In 1925, the average white-owned farm in Dorchester County was 175 acres; the average black-owned farm was 50 acres. The average white sharecropper farmed 43 acres; his black counterpart farmed 21 acres. Sharecropping did not dominate the farming economy (18% of black farmers, 3% of white farmers in 1925) as did other forms of tenancy - cash, crop-lien, or part-ownership. In 1930 26% of black farmers and 12% of whites were cash-tenants. Only 47% of all farmers in the county owned their land outright, a low rate that was still higher than the state average of 35%.

In 1930, the average farm size in Dorchester County had declined to 80 acres. This may be misleading about the size of most farms. Over half of all farms (64% in 1920, 62% in 1930) were less than fifty acres. About one-third were between fifty and 259 acres. Five percent of all farms (114 in 1920, 85 in 1930) were between 260 and 1,000 acres. There was only a small number of enormous farms: in 1920, 28 farmers operated farms of over one thousand acres, most of their land lying fallow or used for livestock or timber. The number of 1,000+ acre farms fell to 12 by 1930.

By 1940 the average white-operated farm was 136 acres; the average white owner farmed 158 acres. Farms operated by African-Americans averaged 40 acres. The rate of farm tenancy across South Carolina was 56%, while in Dorchester County it was not quite 33% (most of them cash tenants). However, while the "part-owner" rate statewide was only 7%, in Dorchester County it was 20%. This part-ownership was a form of tenancy: only 47% of the county's farmers owned their land outright.¹⁷

Survey data: Few tenant houses remain today. Usually small and poorly built, they were always at risk of fire whether occupied or not. Some were considered hazards and taken down by land owners. Foundation brick may remain at the site, but often has been recycled for other uses. Tenant houses that retain most of their historic appearance and material include Site #2190072, Site #4200913, Site #4200913 and two (Sites #44000069.01 and 70) on the Byrd Farm. Deteriorated tenant houses were noted as outbuildings to survey sites (see Site #5310976) or indicated on survey maps.

Farm families often clustered their houses together, such as the Westbury grouping on the bend of Quaker Road below St. George (Sites #4400122, 123, 124; 4401071, 1072). The 1939 highway map shows three houses, six tenant houses, and a business at this location. Another cluster is the Weathers Farms complex above Rosinville (Sites #5310987, 988, 989), where there are several barns and tenant houses among the family's residences.

Clustered or isolated, rural farmsteads included a variety of outbuildings. See Byrd Farm, Site #4400069, a complex with main house, tenant house, barns and tobacco barns. Site #2190083, the Parker House, retains two barns and a tobacco barn; in 1939 there were also three tenant houses. The Bell farm, Site #2190084, has house, barns, shed, and a cane mill; in 1939 there were also a cotton gin, sawmill, and five tenant houses.

Nineteenth century building styles such as the one-story farmhouse with tall lateral gable roof (Sites #4200964, ca. 1905; the Infinger House, #2190079, ca. 1910; #2121026, ca. 1935); the simple one- or one-and-a-half story residence with double-pitched roof extending as an engaged porch across the facade (Sites #4200900, ca. 1910; #4400070, a tenant house; #4400058, the Wagers House, ca. 1925); and the L-shaped, one-story farmhouse (Site #4400063, the Wamer house) remained useful. Some buildings continue the I-house plan: Site #4401040, built ca. 1935.

These familiar architectural types resisted the popularity of the bungalow style, probably the most influential residential design of the early twentieth century. In its simplest form, the bungalow is a one-story rectangle with a front-gable roof and porch across the facade: Sites #4400061 and #5310974 are very typical. There are good representatives of the type in rural areas and towns throughout Dorchester County. Two notable bungalows are the Browning House in Ridgeville, Site #4290641, and 100 North Hickory Street in Summerville, Site #4960205. Less common is the hipped-roof bungalow, best exemplified by the residences at Pregnall Forest, Site #2101097.

The bungalow style also influenced buildings that combined residential and commercial uses, such as Infinger's Store, Site #5310978; Site #2191013; and the Way Store, Site #2190700.

The movement to simpler and smaller houses resulted in a style more popular than bungalows in Dorchester County: a rectangular or square plan with front porch and a steeply hipped roof with one or two chimneys at the side or rear slopes. Good examples are Sites #4200897, #2190077, and #2191074, all built ca. 1905; #2190076 and #4401000, dating to ca. 1910; and #4400713, built ca. 1920.

The neoclassical style popular for larger dwellings during the first half of the twentieth century is very rare in Dorchester County. The best examples are the Badham House, Site #4400935; Site #4911012; and the ca. 1830 Gelzer House, Site #4960450, extensively remodeled in the neoclassical style in about 1935.

Most residences surveyed were originally built with weatherboard siding; a number of post-1930 houses have shiplap siding. Board-and-batten or beaded board siding are virtually non-existent outside Summerville. There are only a few brick residences. Notable examples are the ca. 1911 Hilton House, Site #2190668, and Site #4400066 (ca. 1925). Both were built after earlier houses on their sites were destroyed by fire, and were planned to be fireproof. Tenant houses, like tobacco barns, were often sheathed in fireproof asphalt.

Rusticated or ornamental hollow-core concrete block was stylish nationally from the turn of the century until about 1940. This fairly unusual building material is seen several places in Dorchester County: the Westbury Building, Site #2190684, in Harleyville; Cypress (Ridgeville) Southern Methodist Church, Site #4290661; and the Minus House, Site #4400823, in St. George, all with rock-faced block.

Remodeling and improvements are undertaken with new materials. From the 1930s to 1950s asbestos tile was used as exterior siding for new construction, and as replacement material over original wood. Aluminum siding has been used since the mid-1950s, and vinyl or other synthetics since the early 1970s.

During the 1930s while Dorchester County farmers struggled financially, the various agencies of Franklin Roosevelt's New Deal put many people to work. In 1940, 558 workers (375 men, 183 women) were engaged in relief work or in building roads, schools and other public facilities in towns and rural areas countywide. The Civilian Conservation Corps built state parks and forest fire lookout towers. The Works Progress Administration constructed schools, hospitals, parks, and roads. Besides buildings, the WPA also constructed Azalea Park and a football field in Summerville, and laid brick sidewalks in St. George.¹⁸

Survey data: Givhans Ferry State Park, Site #3201002; fire towers, Sites #4400062, 4910107, 4290853.

Azalea Park, Site #4960364; St. George Gymnasium, #4400804.01; Summerville Gymnasium, #4960527.01. WPA schools: Ridgeville, Site #4290610; Knightsville, Site #4960879; Harleyville, Site #2190666; Reevesville, Site #4200946; Pregnall, Site #2190706.01; St. Luke, Site #2121033. Other public buildings erected with WPA assistance are the Dorchester County Hospital, Site #4960561; Summerville Post Office, Site #4960324; and CPW filtration plant, Site #4911095.

New Deal programs were phased out during the buildup for World War Two, as raw materials and labor were diverted to the war effort. In 1943 the Defense Plant Corporation, a federal agency headed by Samuel Husbands, began a \$2.7 million alumina plant on the rail line north of Harleyville. The plant was to be operated by Anchor Corporation, a joint venture of Volunteer Portland Cement Company (president J. Ross Hanahan was a fertilizer and cement manufacturer of Charleston) and American Nephtheline Company. Using kaolin mined in Aiken County, and clay from Four Holes Swamp, the company would produce and ship alumina (aluminum oxide) to aluminum manufacturers. Because of the regional housing shortage resulting from the military buildup in the Charleston area, Husbands' Defense Homes Corporation built housing for its workers. The federal government was very sensitive to the issue of creating a post-war housing surplus, which may be the reason for placing twenty residences at St. George instead of Harleyville.

The alumina plant was strictly a wartime industry, and in 1947 it was sold to the Philadelphia-based Giant Cement Company. The property was refitted as Carolina Giant Cement Plant. In 1952 the successful plant doubled its size and capacity, increasing employment to 150. By 1975 two more cement plants had been built north of Harleyville, in Orangeburg County.¹⁹

Survey data: Anchor Corporation Employees' Houses, Site #4400835, are the most interesting minimal-traditional cottages in Dorchester County. Their simple modern design, similar to war-worker subdivisions in North Charleston, respected the wartime mandate for material conservation. The alumina/cement plant has been altered and enlarged, and was not surveyed as an historic site.

Despite the growth in towns and the development of cement and paper industries nearby, most of Dorchester County remained farmland. The agricultural landscape was dotted with tenant houses and small stores. With the recovery of European prices after World War Two, cotton and tobacco planting increased in rural Dorchester County.

Twentieth Century Transportation

In 1904 Dorchester County had 600 miles of public roads, none of them paved or even surfaced with gravel, stone or sand-clay. The situation was similar in adjacent counties except Orangeburg, where there were 200 miles of sand-clay roads, and 25 miles paved with shells. In 1925 there were only 228 miles of paved roads in all of South Carolina. The state legislature began to provide bonds for highways, to provide employment and improve agricultural opportunities. Because of the focus on farm-to-market, rural areas were targeted for road improvements. In 1925 construction of 75 miles of highway began in Dorchester County, which "boasted one of the finest systems of sand-clay roads in the state" the next year. In 1928 Highway 178 (formerly SC Highway 2) was first paved with concrete, and a new bridge was constructed across Four Holes Swamp in 1928.

Road building continued during the 1930s with the aid of various New Deal programs. In 1936 the CCC work unit building Givhans Ferry State Park also built an approach for a new bridge then being built over the Edisto River. In 1938 the WPA built new bridges for Highway 78 over Indian Field Swamp.

As passenger trains were replaced by private automobiles, U. S. Highway 15 became an important north-south route for vacationers to Florida. New gasoline stations were built along the highway, and tourist inns and cabins replaced railroad hotels.

After the road projects undertaken by the WPA in the 1930s and early 1940s, the next significant development in highway transportation came with the interstate highway building program. I-26 construction began in the northwest part of the state, and by 1960 the highway was open as far south as Orangeburg. I-26 was completed across Dorchester County during 1963; planning was already underway for I-95. By 1976 I-95 was open across Dorchester County.²⁰ The impact of these major highways is most visible at Summerville and St. George, where commercial strip developments have been extended from the historic town centers out to the highway.

Survey data: The WPA-built Indian Field Swamp Bridge, Site #4400060, remains on Highway 78. The Four Holes Bridge (see Site #4100144, a 1928 marker) and Givhan's Ferry Bridge (see Site #3201002.06) have been replaced.

Good examples of standardized filling station design are Utsey's Service Station, Site #2121035, at Grover, and the Pure Oil Station outside St. George, Site #4400763.

The best examples of highway tourist facilities are the 1931 Welcome Inn, Site #4400818, in St. George, and the Garners' tourist cabins, Site #4400038, north of Grover. Another tourist camp, on Highway 15 between the Garners' cabins and St. George, is shown on the 1939 highway map. The same map shows a tourist camp at Harts Bluff (Jellico's Landing) on Highway 17A at the east side of the Edisto River. Tourist cabins and Wagers Grocery south of Rosinville were built in the 1950s.

The Edisto-Goose Creek Tunnel and Givhans Ferry State Park

The Edisto-Goose Creek Tunnel extends 23 miles through unlined solid marl, carrying water from the Edisto River to the City of Charleston's Goose Creek Reservoir in Berkeley County, twelve miles north of Charleston. Differences in surface elevation (Givhans Ferry is about 26' above sea level, Goose Creek Reservoir only 7') and the depth of the marl itself allow the tunnel to slope so that water flows by gravity with no pumping.

The tunnel was built in two stages. The 4-1/2 mile Jahnz Section, built in 1928, extends from the Edisto Intake at Givhans Ferry to Dodd's Branch, a tributary of the Ashley River above Bacons Bridge Dam. From Bacons Bridge a pumping station piped water to the Goose Creek Reservoir. The 18.6-mile second phase of the project, the Leland Moore Section and the Thomas W. Carroll Section, was built between 1936-37. The completed tunnel carries the Edisto River flow directly to the Hanahan Waterworks at the Goose Creek Reservoir.

The Edisto-Goose Creek Tunnel was possible because of earlier attempts to supply the City of Charleston with water from the Edisto River. In 1897 the City of Charleston employed an engineer to survey and plan for a municipal water and electricity plant on the east bank of the Edisto River at Givhans Ferry. From a pumping station, water would be conveyed 29 miles to Six Mile (North Charleston). Here a second pumping station, filter plant and electric light plant would be built. The City of Charleston purchased 1,300 acres of land on both sides of the Edisto River, but the project proved infeasibly expensive.

Turning away from the Edisto River, in 1902 the City of Charleston gave Charleston Light and Water Company a contract to supply the city's water from Goose Creek. The Goose Creek Reservoir was begun with a dam across Goose Creek, which had a lock to permit boat traffic. A steam-powered pumping and filter plant treated water for pumping on to the city.

The lock at the Goose Creek dam soon broke, and the company decided to build a permanent dam across the entire creek, impounding the water above the dam as a reservoir. In 1905 and 1906 the company was authorized to construct the dam, and close Goose Creek. After torrential rains in 1916 breached the dam, the City of Charleston set up a Commission of Public Works (CPW) to operate the waterworks. The CPW purchased the water system from Charleston Water and Light Company in 1917, and in 1921 bought all the land, including the tract at Givhans Ferry, still in the possession of the affiliated Goose Creek Land Company.

The CPW's first big project, during World War I, was to supply water to the Army Port of Embarkation at North Charleston. The federal government loaned money for a dam and pumping station at Bacons Bridge. Ashley River water from above the dam (which blocked salt water rising with the tides) would be pumped to a 24" wood stave pipe running four miles to Goose Creek. Canals and existing streams would bear the water to the reservoir. Before this system was put into operation, the war ended, making water supplies to the Port of Embarkation unnecessary.

Several droughts during the 1920s created water shortages in Charleston, and a new Edisto River tunnel project was conceived. During the 1927 drought, a temporary pumping station was built on the Edisto River next to the present intake shaft at Givhans Ferry, and an open canal was dug two miles across to the Ashley River. Edisto River water flowed down the Ashley to the Bacons Bridge pumping station and so to the Goose Creek Reservoir. To increase water flow, the CPW built the 4-1/2 mile "Jahnz Section" tunnel, connecting the Edisto with Dodd's Branch above Bacons Bridge. The Jahnz Section was completed in January 1929, and during the drought of 1931 first supplied Edisto River water to the reservoir.

The success of the Jahnz Section encouraged completion of the longer tunnel. Beginning in 1935, West Virginia Pulp and Paper Company (Westvaco) was a key supporter of the project. The company contracted to pay for 25 million gallons a day if CPW added a pump station at the factory. The agreement financed bonds to build the project, and brought the paper company to the Lowcountry.

The 18.6-mile long tunnel was completed in eleven months, opening in June 1937. New York tunnel expert Robert E. Parker managed the project, which was carried out by 800 to 1000 men working in two shifts of 10 hours each. Seventeen shafts were sunk, averaging 6000' apart, ranging from 40' to 80' below the surface. Through these shafts workers removed marl from the tunnel, piling it in great mounds. Each shaft is numbered: Seven is on Bob's Lake, Shaft 12, the division between the Moore and Carroll sections, is at Bacons Bridge, and Shaft 21 is at the Hanahan Waterworks.

After the Edisto-Goose Creek Tunnel was completed, the Bacons Bridge reservoir, dam and pumping station were no longer needed by the Charleston CPW. The Town of Summerville CPW was given permission to tap the tunnel at Bacons Bridge. With WPA assistance, Summerville built a filtration plant and water line system.²¹

Survey data: Edisto-Goose Creek Tunnel Shaft at Givhans Ferry, Site #3201002.05; Bacons Bridge Dam, Site #4911095. The Charleston Waterworks Plant at Hanahan was included in the Berkeley County Inventory, 1989, as Site #2760008.

The completion of the tunnel meant that most of the 1,300 acres acquired by the City of Charleston in 1897 was excess property. The tract was deeded to the State of South Carolina for a park, with the city retaining enough land and rights-of-way to manage the tunnel.

Established in 1934, Givhans Ferry State Park was among South Carolina's first six state parks. Civilian Conservation Corps (CCC) workers landscaped the grounds, improved the edge of the Edisto River for swimming, and built a community building/bath house, five cabins, two picnic shelters, and several support buildings at the new park.²²

Survey data: In 1982 most of the Colleton County acreage of Givhans Ferry State Park was sold to Westvaco, leaving only a buffer strip along the west side of the river opposite the main park complex. The park, Site #3201002, is 988 acres today. The CCC camp was at the opposite side of Givhans Ferry Road from the present park entrance. Only a concrete slab and the ruins of a water tower are known to remain there.

DORCHESTER COUNTY FORESTS

Since the seventeenth century, forest products from turpentine to lumber have been important in Dorchester County's economy. By 1700 Daniel Axtell had begun producing tar and turpentine at Newington. He built a sawmill, damming Bossua Creek (now called Sawmill Branch) to form an impoundment of 200 acres for his mill. The dam extended to the east end of today's 6th South Street in Summerville.

Production of naval stores (tar, pitch, rosin, and turpentine; lumber, staves and shingles) became important during the early 1700s, and South Carolina was the major provider in the British colonies. Between 1712 and 1720 exports of tar and pitch increased from 6,617 barrels to more than 40,000 barrels annually. Exports began to decline in the 1740s, when rising agricultural profits coincided with cuts in British subsidies. After the 1740s, tar and pitch averaged less than 20,000 barrels annually. Other forest goods - lumber, shingles and staves - found more lasting markets, with South Carolina shipping most of its wood products to the West Indies. During the mid-1700s, annual exports averaged over 500,000 feet of pine boards and more than one million shingles. After the American Revolution, British subsidies ceased entirely. Exports of South Carolina lumber products fell again.

In 1825, Robert Mills noted that South Carolina had lost much of the West Indian lumber trade. However, six of the 28 districts in the state, including Colleton, still counted lumber among their three principal products. Much of Colleton

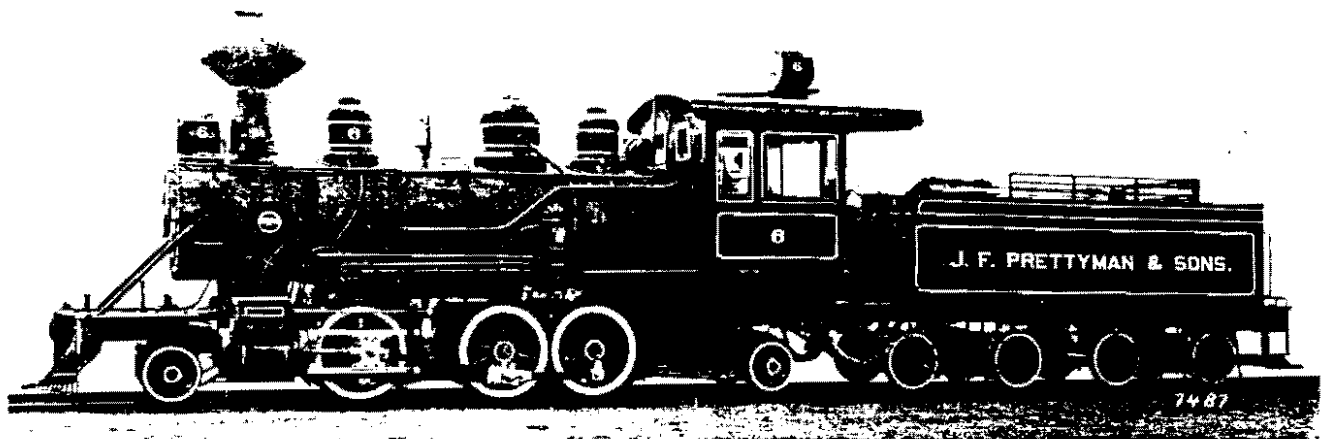
District's "abundance of the finest pine timber" was found in today's Dorchester County. Mills saw rafts of timber being floated down the Edisto River to be hauled to Charleston. On the Ashley River, Bacon's Bridge was an important landing for loads of logs and lumber to be transferred from wagons to rafts.

Mills' Atlas shows only two sawmills in today's Dorchester County. Both were on Wire Road near the Edisto River, Johnston's Mill at the east side of Indian Field Creek, and an unnamed mill (noted as Markley's on Wilson's 1822 map) at the east side of Cattle Creek. During the early 1830s Pepin's steam-powered mill was operating in Summerville. By 1850, the Census reported eight sawmills in all of Colleton District, but is uncertain how many of these were in Dorchester County.

Before 1860 there were water-powered mills along the stream of Indian Field Swamp on Buck Springs Plantation. There was a steam sawmill at Elmsville (Dorchester) in 1856, and at least by 1857 Wharton & Pestch were sawing with a steam engine at "the Indian-field mills." (This mill burned in 1859.) After the Civil War, the lumber industry employed freedmen and white laborers. In 1869 there were three sawmills in St. George Dorchester Parish, each with fewer than ten employees.

The era of great mills with their villages, narrow-gauge temporary railroads, and portable sawmills deep in the woods was just beginning to reach Dorchester County. To be successful, a sawmill had to receive raw timber and ship sawn lumber in great quantities. Without a reliable shipping river like the Cooper or Waccamaw, Dorchester County producers depended on railroads. Private logging railroads delivered timber to their mill, which shipped boards out on the Southern Railway or Atlantic Coast Line. During the 1880s at least two lumber companies based in Summerville, M. R. Cooper and D. W. Taylor, built logging railroads. In 1888 the D. W. Taylor Company owned 25,000 acres, mostly in today's Berkeley County, and a ten-mile long rail line, the Summerville and St. John's Railroad. Taylor had a mill at the upper end of its holdings, as well as one in Summerville. By 1909 the company had cut over most of its land.

In 1902 J. Frank Prettyman began a sawmill at Summerville, and in 1909 Prettyman Lumber Company bought the Taylor railroad line. By 1910 Prettyman was cutting 40,000 feet of lumber daily. His railroad eventually extended as far as Cross in Berkeley County, where it connected with the Atlantic Coast Line. Prettyman's mill outside Summerville became the present-day Westvaco Flack-Jones Mill.



One of the best proportioned locomotives to operate on South Carolina logging railroads, this Baldwin 2-6-2 was built for J.F. Prettyman & Sons of Summerville and operated into Berkeley County swamps. There were no turning facilities in the woods, and the high-mounted headlight on the cab roof was essential for running the locomotive in reverse at night. Collection of H.L. Broadbelt

Also on the Southern Railway, between St. George and Reevesville, Vernon C. Badham built a mill and village for his Dorchester Lumber Company in 1902. He added a second mill in 1907. In 1910 Badham was cutting 90,000 feet of timber per day, with a logging railroad extending fourteen miles into the Indian Field and Four Holes swamps. Badham eventually owned 20,000 acres of land in Dorchester County, narrow-gauge railroads extending south toward the Edisto River and north across Orangeburg County to the Santee River, and mills in Orangeburg and Jasper counties. At its greatest extent, the mill village (called "Badham") had lights, water, church, school, and mill houses for many of the five hundred workers. Operations slowed down in the early 1930s, and the Dorchester Lumber Company was finally dissolved in 1938.

The Atlantic Coast Line Railroad northeast of Dorchester County was a powerful incentive to lumber producers. One was the Santee River Cypress Company, formed in 1890 by B. F. Ferguson and Francis Beidler. They acquired 165,000 acres along the Santee, Wateree and Congaree rivers, and built a large band mill at Ferguson (Orangeburg County), on the CS&N Railroad's spur line. The company's railroad ran to Cross (Berkeley County) so little of their logging was done in Dorchester County. After Ferguson died in 1915, Beidler bought his interest in the company, which he closed and shut down before 1920. Beidler had visited Yellowstone Canyon in 1875, and was greatly impressed by the early twentieth century conservation initiatives of Theodore Roosevelt and Gifford Pinchot. For this reason, he left a portion of Four Holes Swamp intact rather than cutting the timber. After his death in 1924 his family held a 1,783-acre section of Four Holes Swamp until the 1960s when the National Audubon Society acquired it as the Francis Beidler Forest.

Tar, pitch and turpentine were compatible industries to sawmilling, but were less important in most of antebellum South Carolina. In 1824, only Horry and Marion districts reported tar and pitch among their principal products. After lumbermen depleted the forests of the northern United States, in the 1840s turpentine makers began moving south into the Carolinas. Local people soon entered the turpentine business. By 1858 David Gavin, who had a number of turpentine boxes on his Texas Plantation, remarked that James Pendarvis had worked his land several years in turpentine; "Tar Bill" Harley was shipping barrels of tar by railroad. George W. Simons of Craven County, North Carolina, was getting turpentine near today's Dorchester.

Turpentine and tar production increased after the Civil War. In 1870, there were 54 tar and turpentine operations in South Carolina; ten years later there were 192 - over a third of the national total. With the advance of lumbering operations into swampland forests, turpentine production declined, and by the turn of the century the industry had largely moved to Florida. However, throughout Dorchester County turpentine distilleries and small sawmills operated along rail lines and waterways into the years of the Great Depression. The 1939 highway map shows many sawmills and turpentine operations. Besides the mills in towns, there were sawmills near Durhams Corner (south of Dorange); at the east side of Cypress Swamp west of Knightsville; on Boone Hill Road near Slannsville; on Wire Road east of Smoak Road; on Zion Road; and on Powder Horn Road, the road from Pregnall to Zion Road.

The most visible forest products company in modern Dorchester County is Westvaco. Besides the Flack-Jones Mill at Summerville, the company also maintains the Beech Hill Woodyard at the south side of Cypress Swamp/Ashley River, and manages large tracts of pineland along the Edisto River.

The pine plantation known as Pregnall Forest, today called Brosnan Forest, occupies about 15,000 acres along the east side of Indian Field Swamp. The land is bisected by the 1831 railroad line. The South Carolina Rail Road and Canal

Company had a policy of buying larger tracts than the line required, especially when the land was cheap as in northern Dorchester County. Extra forests would provide replacement ties, lumber for station buildings and employee housing, and wood for fuel. The Pregnall Forest passed through the ownership changes of the late nineteenth century with other railroad assets, but was not left untouched. Longleaf pines were periodically timbered, and the sections were leased to turpentine operators. Farmers burned their leased tracts almost annually.

In 1925 Southern Railway decided to operate a commercial forest called Lincoln Green, and established a demonstration program with the County Extension Agent and U. S. Bureau of Forestry. Operations centered at Pregnall, the railroad junction. Here Southern Railway built bungalows for the forester and assistant forester, and cottages for "naval stores workers." In dense areas, the largest trees were cut to thin the forest; those at least 9" in diameter were turpented before being cut. Where growth was sparse, trees were planted to bring production to an average of 775 trees per acre. As leases expired on about 700 acres that had been farmed, slash pines were planted in rows 8' apart. These tracts developed as the familiar rows of pines seen on managed timberland throughout the Lowcountry. By 1940 Lincoln Green plantation was an acknowledged success. It had proved that, with fire prevention and selective cutting, perpetual yields could be produced on areas of second growth and abandoned fields: "an inspiration to owners of sandy wasteland throughout the state of South Carolina."

In the 1930s began the first systematic efforts to protect South Carolina's forests as an economic asset. Observation towers, staffed constantly by towermen who lived in adjacent houses, were the basis for the new fire detection and reporting program. By 1937 there were 57 towers statewide. Most were built with labor and materials provided through the federal ECW (Emergency Conservation Works) and CCC (Civilian Conservation Corps). The CCC also built truck trails to speed access to fires, and fire lines (6' to 8' wide plowed furrows) to block the path of a fire. One of the first towers in South Carolina was built near the Ashley River in 1931. By early 1935 there were twelve towers in the Walterboro District, which included the St. George Lookout Tower and the Ridgeville Lookout Tower.²³

Survey data: No historic sawmill buildings are known to remain in Dorchester County. No turpentine stills or remnants were identified, but scars from turpentine tapping can be seen on pine trees countywide. There is little left of Badham's Dorchester Lumber Mill except the rail siding at the south side of Highway 78. Several buildings remain at the former village: see Badham's house, Site #4400935; employees' houses, Sites #4400934 and 4400939; Davis Boarding House, #4400936; and the company office vault, Site #4400937.

Pregnall Forest, Site #2191097 (extends onto #320 and #440 topos): Timber is occasionally harvested, with selective clear-cutting and replanting of slash pine that returns the stands to their 1930s appearance. Mature longleafs are cut for poles. The land is otherwise used as a hunting preserve. In the 1950s the present office and recreation complex were built near the five original bungalows. Smoak Road, along the east side of Indian Field Creek, links Wire Road to the Orangeburg Road (Highway 178). An important road on Mill's Atlas, it is today an unpaved country road, one of a very few through Pregnall Forest. Because of the absence of settlement, Smoak Road sees very little traffic. Between Pregnall and Harleyville it has essentially been abandoned.

Francis Beidler Forest, Site #4101098.

Fire towers (Sites #4400062, 4910107, 4290853) are no longer part of the fire protection system, and their future is uncertain. The Ashley River Road tower, Site #4910107, was taken down in the fall of 1996.

SCHOOLS

The earliest schools in South Carolina were tuition-charging private establishments. Private schooling was common for white children through the nineteenth century. As early as 1695, the Anglican Church made at least some efforts to provide religious instruction to slaves in South Carolina. By 1731 the religious mission had expanded to include regular elementary education. An early (1740) law, not always enforced, forbade teaching slaves to read and write. South Carolina passed a stricter law against educating slaves in 1835, but some schools continued to operate.

The Anglican Church operated schools in the parishes of colonial South Carolina. Dorchester Free School was a parish school for whites begun at the Village of Dorchester in the late 1750s. The parish built a brick school and master's residence in 1758. In 1817 the Dorchester Free School Board sold its house and land, then built a new school in about 1824. The Dorchester Free School no longer operates schools. Commissioners retain an endowment used for scholarships.

During and after the Civil War, various church denominations and charitable societies sent teachers to southern states to educate former slaves. Oversight of education was one of the purposes of the federal government's Freedmen's Bureau. By October 1865 the Bureau was operating 48 schools in South Carolina, one of them in Summerville. South Carolina's 1895 Constitution established a dual system of racially segregated schools, managed and funded locally. The requirement for separate facilities may have resulted in the rush of schoolhouse construction in 1895, when 98 new schools were built in the state, 80 of them for whites, and 18 for blacks. In many districts, the old white school was turned over to the black pupils in order to provide separate buildings.



December 1938. Summerville, vicinity.
A Negro school house.
MARION POST WOLCOTT
U.S. NATIONAL ARCHIVES

From Constance B. Schultz, A South Carolina Album, 1936-1948

In the late nineteenth century, northern philanthropists began supplementing South Carolina's limited expenditures for African-American education. The Julius Rosenwald Fund, begun in 1914, is the best-remembered of these northern philanthropies, because its money went toward construction of school buildings. By 1932 the Rosenwald Fund had stimulated construction or renovation of 500 South Carolina schools.

During the first decades of the twentieth century, education was typified by racially segregated schools in every town or crossroads. In 1914 there were 180 students in the white Summerville school, and an equal number in the black school. There were 120 African-American students in St. George. The larger rural graded schools for whites, such as Reevesville (150 pupils), Grover (120) and Pregnall (120), usually had an auditorium used by the entire white community. The first high schools for whites were in St. George and Summerville. There was a one-teacher high school in Ridgeville in 1917, and in 1921 there was a high school (Central or New) in Harleyville. As late as 1923 there was not an accredited high school for African-Americans in Dorchester County.

Rural consolidated schools were part of a statewide drive in the 1920s for central schools to replace one- and two-room buildings. In 1923 there were 34 white schools (seven in towns, 27 "country" schools) and 39 for blacks (3 in towns, 36 country) in Dorchester County. Nineteen of the white schools and 35 of the black schools were one-teacher operations. In 1926 there were 29 white schools and 36 black schools. By 1930 there were 19 white schools, and 38 black schools. The consolidated school movement did not significantly reduce the number of small schools in Dorchester County: as late as 1949 there were 34 elementary schools for African-Americans. There were also two accredited high schools (Alston in Summerville, and Williams in St. George).

The PWA (Public Works Administration) and WPA programs of the 1930s improved South Carolina's school buildings tremendously. Local school districts largely managed the projects, encouraging the employment of local builders and architects. The first of these federally-funded schools in Dorchester County was the Ridgeville School, built in 1934 to replace a two-story building. Between 1935 and 1938 four white schools and ten black schools were built in the county; from 1939 to 1942 one white school and ten black schools were built. Construction ended in 1942 with the buildup for World War Two.

Between 1951 and 1954 South Carolina's leaders worked to make the state's segregated schools more nearly equal, in the hope that the Supreme Court would uphold "separate but equal." State spending increased substantially after Governor Byrnes pushed through a bond bill to fund construction projects. In Dorchester County, despite warnings that they were overbuilding, trustees believed that "separate but equal" would be upheld, and planned for each race to be provided one high school and two elementary schools in each of the county's three school districts. All the schools for African-Americans would be new, and all the existing facilities that they had been using would be abandoned."

Survey data: The earliest remaining country schools in Dorchester County are Pine Grove, Site #440043, and Grover, Site #2120127. Grover and Delemars School, Site #3780112, are good examples of standardized small-school designs promoted through Clemson College and the State Superintendent of Education. St. George High School, Site #4400804, and Summerville High School, Site #4960527, are architect-designed urban schools built during the first wave of state spending in the 1920s. Greenleaf (Williams Memorial) School, Site #4400760, in St. George is the only Rosenwald school known to have been built in Dorchester County. WPA-era schools include architect-designed brick buildings at Ridgeville, Site #4290610; Knightsville, Site #4910879; Harleyville, Site #2190666; and Reevesville, Site #4200946. Smaller and very simple wood-frame schools from the same era are Pregnall, #2190706.00, and St. Luke, Site #2121033.00. In several towns, 1920s and 1930s schools replaced two-story wood frame

buildings. The old Barleyville School, Site #2190678, remains but has been radically altered. Lumber from the old Ridgeville School was used to build several houses in 1935, see Site #4290634 for example.

Buildings from the 1950s, which were not surveyed as historic sites, include Williams Middle School (formerly Williams High) and St. George High in St. George; Canaan Elementary near Givhans (which combined the enrollments of four small African-American schools); Barleyville-Ridgeville High School, and Jenkins Hill School near Barleyville. The use of private schools continued into the 1950s. The Ridge School, Site #4291058, outside Ridgeville, was a privately-financed school for African-Americans, built about 1945.

RELIGION AND CHURCHES

The first white South Carolinians were divided between Anglicans (members of the Church of England) and Dissenters (those who held a faith other than their state church: Baptists, Congregationalists, Presbyterians, Lutherans). Because of the religious freedom promised to settlers, South Carolina was attractive to Dissenters. By about 1680 they were in the majority, with Anglicans a powerful minority. In 1723 the white population of today's Dorchester County was not quite 1/2 Anglican.

The Church Act of 1706 established the Anglican Church as South Carolina's official religion, and divided the colony into parishes. Most of the land area of today's Dorchester County was originally in St. Andrews Parish; smaller parts of the county lay within St. James, Goose Creek, or St. Pauls. St. George's, Dorchester, Parish, the northern part of St. Andrews Parish, was made a separate parish in 1717, as the population on the upper Ashley River was increasing.

The Church of England supported its parishes with public moneys for churches, schools and clergymen. Commissioners of the new St. Georges Parish selected a church lot in the Village of Dorchester and built a brick church before 1720. A Church Act of 1767 authorized a Chapel of Ease to be built at the north section of St. Georges Parish about three miles from Four Holes Swamp, with the Anglican rector to serve at the chapel every sixth week.

After the American Revolution, South Carolina's 1790 constitution abolished the Church of England as the established church. In the former colonies, the Anglican Church was transformed into the Protestant Episcopal Church, today's Episcopal Church. St. Georges Parish Church lost parishioners to other faiths, and was further weakened by the depopulation of the area around Dorchester Village. The Episcopal chapel at Four Holes was abandoned. In 1820 it was "in a state of dilapidation. Without an Altar, Priest, or Congregation." The land and property of St. George's Parish Church were finally turned over to St. Paul's Episcopal Church in Summerville in 1855.

St. Paul's had begun at Beech Hill (on Highway 165, in today's Charleston County) as a Chapel of Ease for St. Paul's Parish. After 1800 the church was rarely used. In 1819 the parish was "abandoned" in summer by its 537 white inhabitants. Many of them moved to Charleston for the hot months, but others were establishing the Summerville settlement. In 1830 members of St. Pauls erected a summer chapel which became St. Paul's Church in St. George's Parish, and then St. Paul's Church, Summerville. The earlier St. Paul's Parish Church became extinct.

Outside Summerville, the Episcopal Church has remained small in Dorchester County. In 1910 Bishop William A. Guerry formed St. George Mission Episcopal Church in St. George. The first service was attended by two families, who soon bought a lot for a chapel. It was not built, and in 1917 Episcopal services were suspended. In 1940 there was another attempt at forming an Episcopal church in St. George, but the mission was again suspended.

French Huguenots were an important contingent among South Carolina's early white settlers, but there was not a significant Huguenot presence in the area that became Dorchester County. The religious tolerance of early South Carolina opened the colony to Jewish settlers before 1700, and in 1750 Congregation Beth Elohim in Charleston became South Carolina's first synagogue. Most of South Carolina's early Jews (about 500 in 1800) lived in Charleston. By 1905 Jews had made "many small settlements" throughout the state, including Dorchester County, but none of the county's towns reported more than 25 Jews.

Lutherans, Moravians, and members of the Dutch Reformed Church were among the German and German-Swiss settlers in the Orangeburg and "Dutch Fork" sections. European Lutherans did not send pastors to South Carolina, so they were served by un-ordained pastors or by ministers of compatible dissenting sects. By 1755 there were Lutheran meeting places on Four Holes Creek and Cattle Creek (both in Orangeburg County) and in Indian Field Swamp (in Dorchester County). In 1788 the only associated church south of Orangeburg County was the German Protestant Church of St. George on Indian Field Swamp. The congregation was rarely served by a pastor, and by 1861 it had disappeared as an organized church.

There were "Anabaptist" (Baptist) settlers on the Ashley River as early as 1700. Ashley River Baptist Church, in today's North Charleston, was established in 1736. The Baptist church expanded in South Carolina after the American Revolution, most rapidly in the "back country." Edisto Baptist appears to be the church shown on Mills' Atlas, at the west side of Polk Swamp within the curve of Cowtail Creek. Renamed St. Georges in 1832, it was moved to its present site in 1859 and later renamed Old St. George Baptist.

Neither Independent or Congregationalist churches nor those that were strictly Presbyterian had many members in early South Carolina, so they tended to worship together and their early history is interwoven. In 1700 the Dorchester Congregationalists built their first church, the White Meeting House, two miles from the Village of Dorchester. As the only church in the area, for several years it was attended by members of other Christian denominations as well as by Congregationalists. In 1737 a second Congregational meeting house was built at Beech Hill, nearer the Edisto River. Rarely used after the 1760s, it is said to have been replaced by Sharon Methodist Episcopal Church just north of Givhans.

Most of the Congregationalist settlers of Dorchester left South Carolina in the 1750s, but their White Meeting House Church remained active. It was repaired after the Revolutionary War, and called a pastor in 1798. In 1813 the Congregational Church of Dorchester and Beech Hill had only 65 members, 15 white and 50 black, but in 1818 began to erect a parsonage for the Rev. William States Lee, pastor from 1815 to 1821. With the decline of population in the area, membership and funding shrank. From 1827 forward the church had no regular pastor. After Summerville Presbyterian was established, the two churches operated seasonally, the pastor living at the old parsonage or in town. Before the Civil War, all the membership transferred to Summerville Presbyterian and the church was effectively extinct. The Old White Meeting House was substantially destroyed by the earthquake of 1886.

The Methodist Church was organized as a society within the Church of England. John Wesley and his brother Charles, both Anglican clergymen, spent time in Georgia during the 1730s, and the Methodist church flourished there. Only after the post-Revolutionary disestablishment did South Carolina's Anglican church members begin to accept Methodist practices. Evangelist Francis Asbury reached Charleston in 1785; by 1787 there were 2,070 white and 141 black Methodists organized into six circuits in South Carolina and Georgia. The Methodist preachers working in South Carolina before about 1800 were vehemently anti-slavery, which had the effect of holding down conversions among whites who owned

slaves. The early successes were with poorer whites and African-American slaves, a pattern that continued into the 1820s.

Indian Field Methodist Church began in the 1780s, Cypress Methodist Church as early as 1794. Francis Asbury preached at both these churches, and mentioned them in his journal. In 1799 Bishop Asbury also dined at "Murray's," a forerunner of Grover Methodist Church. Methodist churches shown on Mills' Atlas are Indian Field, Bethel, and Pregnall.

Most churches in South Carolina baptized slaves and received them as full members. At least since 1712 it had been lawful for slaves to be baptized as Christians. By providing balconies or galleries for slaves to sit apart from the rest of the congregation, whites allowed them to worship "according to their situation in society." Slaves usually attended the church of their master, or a plantation chapel with a white minister, partly because slave regulations made it impossible to establish independent black churches. For example, under a law of 1803, slaves could assemble at night for religious meetings only if a majority of the worship group was white. Even when they worshipped separately, slaves joined churches as full members. By 1850 there were 2,247 slave members of the Episcopal Church in South Carolina; in 1854 the state had 45,261 black Methodists, and 34,621 white.

At the same time that southern churches encouraged the membership of slaves, they resisted the abolitionism of northern churchmen. During the 1840s Protestant denominations began to separate over the issue. In 1844 the Methodist Church split, with the Methodist Episcopal Church, South (Southern Methodists) leaving the Methodist Episcopal Church (Northern Methodists). The next year the Southern Baptist Convention was organized. The Presbyterian, Episcopal and Lutheran churches split during the Civil War. In 1861 a separate Episcopal Church in the Confederate States was established. The same year southern Presbyteries withdrew from their national conference.²⁵

Survey data: Buildings of many early churches are modern or extensively altered. For several of them, the churchyard cemetery was surveyed as the historic property: Indian Field Methodist, Site #4400992. Some churches have become extinct, with only the cemetery remaining at the site: Boone Hill Methodist, Site #4910885; Pregnall Methodist, Site 2190706.00. The old St. Matthews Baptist Church, Site #2121021, was moved when the present church was built. Churches without historic integrity, such as New Hope Methodist (organized near Jedburg ca. 1830) which was encased in brick in 1957, Grover Methodist Church, bricked in between 1964-65, or Trinity Methodist at Givhans (organized 1886, present building 1961), were not surveyed unless there was an adjacent burying ground.

Early rural churches include St. George's Parish Church, Site #491007.01; White Meeting House, Site #4910871; Sharon Methodist Episcopal Church (Beech Hill Chapel), Site #4290107; Appleby's Methodist, Site #4200001; Zion Methodist, Site #3200151; Indian Field Methodist, Site #4400992; Bethel Methodist, Site #4100102; Cypress Methodist, Site #4290002; Old St. George Baptist, Site #4400931; Reevesville Baptist, Site #4200950; Sauldam Baptist, Site #4170110; Limestone Baptist, Site #4100141; Pine Grove Baptist, Site #4291054.

Antebellum churches in towns include St. George Methodist, Site #4400788; Summerville Presbyterian, Site #4690408; St. Paul's Episcopal, Site #4960469; and Mt. Tabor (Ridgeville) Methodist, Site #4290635.

After the Civil War, African-Americans were allowed to establish independent churches for the first time. With few financial resources, they turned for aid to white churchmen, but southern churches found it difficult enough to rebuild their own buildings without expanding their ministry to freedmen.

In 1865 the South Carolina Conference of the African Methodist Episcopal Church was organized. Large numbers of AME missionaries came into the state from the

north, and membership grew rapidly. Many of the new AME congregants were former members of the Methodist Episcopal Church, South.

Other African-American Methodists left the southern church for the northern Methodist Episcopal Church, which organized a South Carolina conference in 1866 and established Claflin College to train black Methodists for the ministry. Among the first African-Americans to be made ministers in the northern Methodist Church was J. A. Sasportas of Summerville.

Because of seminary work it supported through the American Baptist Home Mission Society of New York, many African-American Baptist churches affiliated with the Northern Baptist Church instead of the black Baptist State Convention organized by the Southern Baptist Convention. In 1869 the Rev. Anthony A. Alston was sent out from Morris Street Baptist Church in Charleston, and founded First Baptist Church in Summerville. He settled in Summerville (his son John Alston became a physician there), and continued missionary work in nearby areas.

Episcopal churches in north and south were reunited in 1866. St. Mark's Episcopal Church in Charleston, which had a largely black congregation and white ministers, established the Church of the Epiphany in Summerville as a mission. Most African-Americans in South Carolina left the Episcopal Church, which did not ordain black clergy. The exception was in Upper St. Johns and St. Stephens parishes, where Peter F. Stevens was minister and many freedmen remained Episcopalians. In 1874 the Reformed Episcopal Church (begun in 1873 in New York) agreed to receive black Episcopal congregations and to train blacks for ordination. Stevens joined the Reformed Episcopal Church in 1876, and his members defected with him. They founded St. Stephens RE Church in Summerville.

In newly-developing towns and prosperous farm areas of Dorchester County, white congregations also established new churches and rebuilt or enlarged existing facilities.²⁶

Survey data: As with antebellum white churches, the first buildings of freedmen's congregations have generally been replaced. Properties were surveyed when the original site was still in use, or a church cemetery could be dated to pre-1945.

Among the AME churches in Dorchester County were St. Paul's near Harleyville (see St. Paul Campground, Site #2190096); Branch, near Jedburg, founded in 1887; New Hope, near Texas, Site #4401020; and Bethel in Summerville, Site #4960366.

The only AME Zion church identified during field work is Baum's Temple AMEZ, Site #4960568, in Summerville.

Many African-American congregations in Dorchester County remained Methodist rather than joining denominations such as AME or AMEZ. Churches organized before 1900 include Wesley in Summerville, Site #4960427; Shady Grove, Site #5310973; Canaan, Site #1030121, and St. Mark, Site #4200921, both founded in 1869. Sand Hill, Site #1030119, was first built in 1883. Camel Hill United Methodist Church near Knightsville (Old Orangeburg Road) was founded in 1880; the present building dates to 1983. Morris Chapel United Methodist Church began as a bush or brush arbor near Dorchester Cemetery, Site #2190088. The present church was erected in 1974.

Anthony A. Alston, who founded First Baptist in Summerville (Site #4960423) in 1869, was also pastor of Ashley Baptist Church in North Charleston, founded in 1876. In 1891, he organized Magnolia Baptist (see Site #1031018) near Givhans. Historically African-American Baptist churches in the Texas community are Bethel, the oldest, and St. Mark, Site #4400041, founded a few years later. In St. George is Good Hope, Site #4400741. Along the railroad line are Jericho, Site #420890, Whitestone, Site #420898, and Surprise Baptist Church, a modern building near Dorchester. Surprise began as a bush arbor at Dorchester Cemetery, Site #219093, in 1912.

Also see Episcopal Church of the Epiphany, Site #4960310, and St. Stephens Reformed Episcopal Church, Site #4960221.

New sanctuaries for white congregations include Summerville Presbyterian, Site #4960408; Stallville Methodist, Site #4910864; St. George Methodist, Site #4400788; and Mt. Tabor Methodist, Site #4290635. New congregations: Jedburg Baptist, Site

#4960163; St. Luke's Lutheran, Site #4960311; Memorial Baptist, #4400030; Reevesville Methodist, Site #4200905. Late-nineteenth century rural churches are Cummings Methodist Chapel, Site #4290156, Duncan Chapel Methodist Church, Site #5310983, and Beulah Baptist, Site #4200892.

Architecture: The earliest churches and chapels were in the simple rectangular meeting house style, with gable-end doors and no spire; Appleby's Methodist Church is the best example. Into the twentieth century, the design remained important for small rural churches, such as old St. Matthews Baptist Church, Cummings Chapel, Bethel Methodist Church, and Duncan Chapel.

In Summerville, the meeting house style is represented by St. Luke's Lutheran Chapel. Substantial architectural design, seen at St. Paul's Episcopal Church or Summerville Presbyterian, was the norm in this prosperous town. Churches built for African-American congregations during the late nineteenth century (Wesley Methodist Church, St. Stephen's RE Church, Church of the Epiphany) show the Carpenter Gothic style adding architectural interest to very small buildings.

Bethel AME Church, Site #4960366, in Summerville and Ridgeville Southern Methodist Church, Site #4290661, are in the gothic-influenced style of the 1920s through 1940s. The Colonial Revival movement of the 1930s through 1950s can be seen in Ridgeville Baptist Church, Site #4290610, and St. George Baptist Church, Site #4400030.

Camp Meeting

By 1800 the practice of large groups pitching tents and camping to hear outdoor preaching had begun in Tennessee and Kentucky. As the Great Revival swept the southeast, Methodists, Baptists and Presbyterians all attended camp meetings, which they organized cooperatively. The first real camp meeting in South Carolina was established in 1802 in Lancaster County, bringing together preachers from all three denominations in a three-day gathering.

Many prominent early camp meetings have become extinct, including those at Ladson or Goose Creek, Mount Pleasant, and at least two in Colleton County. Most denominations abandoned large meetings as they grew enough to establish permanent churches. By contrast, the structure of the Methodist Church, with circuit riders serving many churches, encouraged the camp meeting tradition of traveling to a preaching spot. In 1794, 1799, 1801 and 1803 Francis Asbury preached at "Cypress," the church at Cypress Campground. Indian Field Campground began by 1810 and moved to the present 15-acre site in 1838.

After the Civil War, Methodist African-Americans established their own camp meeting grounds in Dorchester County. Two remain, Shady Grove, begun by 1870, and St. Paul. St. Paul Camp Ground began at a site near the present St. Paul AME Church, called the "Old Prayer Ground." In 1880 four Trustees purchased from Peter D. Weathers a site to use as a camp ground.

In 1885 the News and Courier published a description of an AME camp meeting at Lincolntonville (in Charleston County just east of Summerville). It was said that 1,600 people from Charleston attended Sunday, the last day of the four-day meeting. There were canvas tents and ten or fifteen wood "shanties" where worshippers stayed, and a separate preachers' tent. The central pavilion (tabernacle) was an open shed, 50' X 70', with seating capacity for 700 people. All the buildings had earthen floors covered with pinestraw. The writer also described booths or tents - some of canvas, some of pine bushes - that sold refreshments near the depot and campground.¹⁷

Camp meeting is a fall tradition at the end of the farming season. Indian Field meets the week ending the first Sunday in October, St. Paul the week ending the third Sunday, and Cypress and Shady Grove both the week ending the fourth Sunday in October.

Survey Data: Small stores at today's campgrounds continue the tradition of vending refreshments. At all four campgrounds, tabernacles have been modified over time, and

many tents rebuilt. At Cypress, Site #4290002, Indian Field, #4400003, and St. Paul, #2190096, the present buildings retain their nineteenth century design and material selection. Indian Field's tabernacle was built in 1848 and is virtually unchanged; Cypress Tabernacle, rebuilt in the 1950s, retains original pegged timbers and cross-beams. Tabernacles at Shady Grove Site #5310971, and St. Paul's, Site #2190096, were enclosed in recent years but otherwise unaltered. Tents at Shady Grove have been rebuilt with mostly modern materials.

DORCHESTER COUNTY TOWNS

The importance of towns in Dorchester County can be seen in the abandonment of far-flung churches, schools and stores. The towns are small rural centers that developed along the railroad line (Ridgeville, Dorchester, St. George, Reevesville; Harleyville) or at crossroads (Givhans, Grover, Rosinville). Only Summerville was established without regard to existing transportation patterns. It originated as a summer village, but its location on the railroad caused it to grow into a substantial town, unlike retreats such as Pinopolis or Adams Run.

A map of 1896 shows post offices along the South Carolina and Georgia Railroad at Summerville, Jedburg, Ridgeville, Ross Sta. (Dorchester), Pregnalls, Byrds, St. George and Reevesville. There were also post offices at Ridell (Harleyville), Givhans and Grover.²⁸

Summerville

The town of Summerville lies on an elevated ridge north of the navigable Ashley River and the principal early land routes (Dorchester Road and Ladson Road). It began as a retreat from the summer fevers that plagued rice plantations. Like other summer villages, the site was selected for healthy atmosphere rather than accessibility.

At least by 1790 planters from St. George's, St. Paul's, St. Andrew's and St. James Goose Creek parishes were spending the warm months of the year at Summerville. As changes in rice growing practices led to worse mosquito infestations, the cluster of houses became a village that straddled the line between St. George's Parish and St. James Goose Creek Parish. In 1828 there were 23 houses.


The rector of St. Paul's Parish Episcopal Church began holding summer services in Summerville. In 1830 the congregation erected a chapel which became St. Paul's Episcopal Church. A group of Congregationalists also built a chapel at Summerville in about 1831, and for several years alternated services between the White Meeting House (winter) and the chapel (summer). The chapel became affiliated with the Presbyterian Church, and in 1859 it became the Presbyterian Church in Summerville.

The 1830 railroad line ran along the north side of the village. In 1832 the South Carolina Canal and Railroad Company laid out building lots in "New Summerville," the tract of land the company had acquired to provide construction timbers. The grid pattern of "New Summerville" is clear above the railroad, from Fifth North Street between Gum and Walnut streets. South of the rail line, the grid was followed above Third South Street. West of Hickory and south of Third South Street, existing roads and houses made it impossible to build the town completely by the plat.

Deed restrictions in lots sold by the railroad mandated that large pine trees were to be left standing. This was due to the general belief in the health value of pines, and probably also to safeguard a potential source of building supplies

should the line need repair. In 1847 the town passed an ordinance protecting trees from being cut for any reason.

The convenience to Charleston caused Summerville to grow much larger than other lowcountry summer villages. There was a period of rapid growth during the 1850s, partly the result of several yellow fever epidemics in Charleston. St. Paul's Episcopal Church replaced its 1830 building in 1857 and a new Town Hall was built in 1858. During this time the first significant expansion took place in the "New Town." By 1860 there were five hotels and boarding houses, nine stores, and 372 dwellings and servant's houses in Summerville. Private schools were conducted at various times by T. M. Hasell from the 1840s to 1860; John Gadsden during the same time; Miss Brownfield and Miss Quackenbush after the Civil War; and into the 1940s, Miss Pengelley.

 **SUMMERVILLE HOUSE,**
SUMMERVILLE, S. C.—The subscriber respectfully informs his friends and the public that he has recently put his new HOTEL in complete order for the reception of guests, and has added to the premises for their amusement and exercise, a TEN PIN ALLEY and BILLIARD ROOM.

The convenience of a country resort, at all times healthy, but one hour's ride by Rail Road from the city, accessible each way twice or three times daily, offers a pleasant place of relaxation to the closely occupied citizen, and invigorating and improvement to the invalid; to the established health of Summerville this Hotel, located in the midst of the pines, yet contiguous to the village, surrounded by wide piazzas, with spacious parlors, ample halls, and comfortable and airy chambers, together with the substantial and luxuries of a well supplied table, combines all the comforts of a City hotel, with the enjoyments of country life.

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Per day \$1.25
Per week 7.00
Per month 22.50

Children under twelve years of age and servants, half above rates.

A carriage is always in readiness at the depots for the second trains.

Families wishing to be private can be supplied with a pleasant and elevated building on the premises, with four large rooms fronting the road.

Tickets will be furnished Boarders at 50 cents each for passage on Rail Road until further notice.

I. T. BROWN, Proprietor.

July 11

Advertisement in The Charleston Courier, July 11, 1855

After the Civil War, Summerville retained its summer residents and also developed as a regional trade center. Beginning in the 1880s, the growing winter colony encouraged the year-round economy. In 1882 Thaddeus W. W. Stanland founded a brick works just outside Summerville, using "the new Kennedy dry press machines."

By 1890 Summerville Brick Works had become part of A. W. Taylor & Co., suppliers of brick, lumber and building supplies. It became Salisbury Brick Company in the early 1930s.

Local businesses in 1905 included the brick works, an ice plant, Summerville Hardwood Company, Finucan's corn (grist) mill, J. M. McDougall's corn mill; A. R. Knight, saw mill, D. H. Knight, corn mill, sawmill, and cotton gin, J. McDougall gin, W. H. Richardson gin; and O. C. Sires & Brother sawmill, undertakers, furniture and general merchandise. About eighty farmers, black and white, collected their mail at the Summerville post office. One of the earliest dairies in Dorchester County was that of T. W. Thornhill and T. W. Salisbury at Merry Maid Farm. In 1909 the Salisbury family began delivering fresh milk to Summerville residents.

In 1892 Summerville built a new Town Hall in the heart of "New Summerville." The building stood at the corner of Main and Richardson until 1963. In the late 19th century, new churches were established by white and black congregations: Summerville Lutheran Church, the oldest existing Lutheran church building in the county, in 1893; Summerville Baptist Church, organized in 1896; St. John's Roman Catholic Church, built in 1898 (both these churches have modern buildings). St. Stephens Reformed Episcopal Church was built in 1885, and the Episcopal Church of the Epiphany in 1887.

In 1884 the rector of St. Paul's Episcopal Church organized a Sunday School for the children of rural families around Summerville. The idea grew into St. Barnabas' Mission, a day school north of town, at the junction of today's Highway 78 and 17A. By 1891 the thriving mission had a chapel with pews for 200, and in 1897 added the Samuel Prioleau Infirmary. In 1900 the Shepard School was built at the Mission. As late as 1922 there were 30 pupils at the mission day school, but by about 1930 they had all been absorbed into the regular school system.

St. Barnabas' Mission became dormant in 1939. In 1945 the Episcopal diocese sold the property to the Reformed Episcopal Church for use with the Cummins Theological Seminary headquartered at the old A. B. Lee Infirmary. Several years later, when Highway 78 was widened, the chapel was moved out of the right-of-way and renamed Bishop Pengelley Memorial Chapel. In 1982 the seminary acquired its present site on South Main Street, and the Pengelley Chapel was moved again.

Summerville's reputation as a garden spot was developed during the winter resort era, when Northern visitors experienced the early-spring blooming of lowcountry flowers. The town was promoted as the "gateway to the gardens" along Ashley River Road, including Mateeba Gardens northwest of Middleton Place. In 1938, Pelzer Barry opened Mateeba on twenty-five acres northwest of Middleton Place. He had built bridges and paths along the streams and lake on the property, and planted azaleas and dogwoods among the large live oaks, pines and magnolias.

Recognizing the importance of tourists to the local economy, the WPA funded the Azalea Park project, which converted several blocks owned by the town along its drainage canals into a dogwood and azalea garden. Golf courses, the Tea Farm, and private gardens contributed to Summerville's image, and to the success of new commercial garden operations. Summerville Floral Nursery, begun in 1926 by George Segelken, was the largest azalea nursery in the country in 1935. Moultrie Ball established Garden Hill Nursery in 1940 at his home.

In 1934 six inns were listed in Summerville: Carolina, Pine Forest, Postern, Travelers, Squirrel and Pine View. Construction activity outside Summerville kept its hotels and inns busy during the 1930s. Workers building West Virginia Pulp and Paper (1935-37) and the Santee-Cooper Hydro-Electric Plant (1937-40) spent

In 1934 six inns were listed in Summerville: Carolina, Pine Forest, Postern, Travelers, Squirrel and Pine View. Construction activity outside Summerville kept its hotels and inns busy during the 1930s. Workers building West Virginia Pulp and Paper (1935-37) and the Santee-Cooper Hydro-Electric Plant (1937-40) spent weeks or months in the area. During the early 1940s, wartime housing shortages pressed all available rooms into service as military housing.

Survey data: Wartime construction was limited to remodeling. For example, 233 Sumter Avenue (Site #4960466) was subdivided as four apartments; the Anderson House (Site #4960524) was enlarged when its owners began to rent rooms to military personnel.

Military workers thronging into the Lowcountry found Summerville as convenient to live in as Charleston. Houses were enlarged and subdivided for rental and boarding. The Holly Inn was used by army officers and their families and the Pine Forest Inn was set aside for civilian employees of the Charleston Naval Shipyard and Army Port of Embarkation. Military personnel lived at the Squirrel Inn, part of which was also open to the public. Only the Carolina Inn was completely open to the public.

Building activity boomed when the war and its strict material rationing ended. In September 1945 Chickasaw Wood Products, a subsidiary of National Distillers Products Corporation, Cooperage Division, opened a plant at Summerville. Using white oak timber, most of it bought from West Virginia Pulp and Paper, the company produced staves for barrels used to age whiskey.

In mid-1946 Summerville Baptist Church and Bethany Methodist Church built large modern sanctuaries. New commercial buildings, several of them built of brick, rose along Main Street, Richardson Avenue and Central Avenue. In 1956 Southern Railway remodeled the depot, a passenger and freight terminal on Main Street with a 16-seat waiting room. The "Carolina Special" served Summerville until the early 1960s.²⁵

Survey data: 462 properties were surveyed in Summerville. Survey numbers were assigned on two Topographic Quads, #491 (147, 856-858, 875-877, 1085) and #496 (140, 146-149, 166-176, 197-266, 268-595, 600-609, 1017). 97 buildings surveyed in Summerville were first constructed before the earthquake of 1886; 316 buildings between 1886 and 1935; and 49 after ca. 1935.

Many residential lots in the old town retain their brick or stuccoed wells, indicating the availability of pure water in the early village. One of the earliest dwellings, the ca. 1830 Cuthbert House, Site #4960507, shows the influence of the I-house form more commonly seen as a farmhouse. Summer houses were often built as Lowcountry raised cottages, a style known locally as "Summerville cottage." Antebellum raised cottages include Sites #4960448, ca. 1830; #4960206, ca. 1835; and #4960466, ca. 1850. Later examples are Site #4960354, ca. 1880; and #4960361, ca. 1885. Another indigenous house type is the "single house" associated with Charleston architecture. Several Summerville residences use the easily recognizable design of the Charleston single: Site #4960302, ca. 1875; #4960356, ca. 1880; and #4960461, ca. 1887.

The earthquake of 1886 was severe in Summerville. Every house in town was said to have been affected: chimneys and gables down, some houses off their foundations. Interior chimneys toppled, bringing down walls and ceilings. Rebuilding coincided with Summerville's new status as a winter resort, and accelerated the impact of popular national styles of architecture. The appearance of the historic village today, with many late-nineteenth and early twentieth century houses, reflects the combination of necessity and prosperity in the late 1880s. Victorian tastes are obvious in the Italianate detailing of Site #4960283, ca. 1875; the Second Empire style of Sites #4960394, ca. 1880, and #4960440, ca. 1888; the Queen Anne design of the ca. 1896 Prioleau House, Site #4960442; and the folk-victorian design of smaller houses such as #4960239 and #4960446, both ca. 1884; #4960261, ca. 1885; and #4960207, ca. 1890.

The revival styles of the 1930s are represented by Sites #4960251 and #4950503 (Tudor Revival) and Sites #4960496, #4960532, and #4961017 (Colonial Revival).

Summerville and southern Dorchester County have grown exponentially since World War II. Today's Summerville has expanded into the formerly distinct communities of Stallville, Slannsville, and Knightsville.

Two miles south of historic Summerville, Stallville was convenient to Bacons Bridge Road and the Orangeburg Road. It was settled at an early date, and the first post office for the area was located at Stallville. The community developed in the mid-nineteenth century, with residences, small shops and a Methodist Church. Into the mid-twentieth century there was a separate elementary school at Stallville.³⁰

Survey data: Bacons Bridge Road and Old Trolley Road connect modern Summerville to Stallville. Survey sites in Stallville are Stallville Methodist Church (Site #4910864) and fourteen residences, Sites #4910856 through #4910866 and #4910873 through #4910876. The ca. 1858 Collins House, Site #4910858, is a good example of a raised cottage.

Slannsville, 4-1/2 miles southwest of historic Summerville, lies along Boone Hill Road (Highway 17A). The accessible location favored the development of commercial enterprises. In 1905 F. W. Rodenberg kept a general store/post office at Slannsville. The 1939 highway map shows a cotton gin and sawmill at Slannsville.³¹

Survey data: Four sites, #4911010 through #4911013, were surveyed at Slannsville. They include three residences and a combination store/gas station/residence. A small store at the south side of Boone Hill Road, between the sites of the gin and sawmill, was surveyed as an outbuilding to Site #4911012.

Knightsville is a crossroads community around the intersection of Old Orangeburg Road and Central Avenue north of Slannsville. Its approximate location can be seen on Mills' Atlas, which shows a residence at the south side of Rumphs Hill Creek. Knightsville was incorporated as a town in 1885, with its boundary a one-mile circle around the public school. Although the town never developed, Knightsville remains an active school.³²

Survey data: Knightsville School, Site #4960879. Eight residences were surveyed around Knightsville, Sites #4960180, 4960181, 4960184, 4960185, 4960878, 4960881 to 4960883.

Summerville's Golden Age, 1890-1925

There have been hotels or boarding houses in Summerville since its beginning. The modern Carolina Inn occupies the site of one of the earliest hotels, which began as Moore's Tavern in about 1810. Subsequently known as I. T. Brown's Summerville House, it was renovated in 1855, with a bowling alley and billiard room added. After a later remodeling, the inn was again renamed, Dorchester Inn. Other pre-Civil War hotels included Captain Vose's Inn, behind today's Ambler Hall, and Mr. Cooper's Paradise Inn, on Sumter Avenue behind the Squirrel Inn. Both were severely damaged by the 1886 earthquake and demolished.

Like Aiken, Summerville's reputation as a health resort led to its development as a recreational resort. Both towns took advantage of main-line rail service to attract northern visitors during the winter and spring, turning from summer havens to winter playgrounds. Many winter residents rented furnished cottages, hotel rooms, or rooms in private homes. Others built or purchased houses.

The Squirrel Inn is probably the oldest remaining hotel in Summerville. In 1912 Miss Raven Lewis, a winter resident from Washington, built it as a small inn. Her sister Helen joined her in the business, and they enlarged the building and named it "Squirrel Inn." In 1922 (or 1918) they sold to Mary Stout, whose inn

business had been lost when the Minrow Building burned. The Squirrel became a year-round hotel in 1925, and operated until 1968, when it reopened as the Summerville Inn. Closed in 1970, the inn was converted as condominiums in 1980.

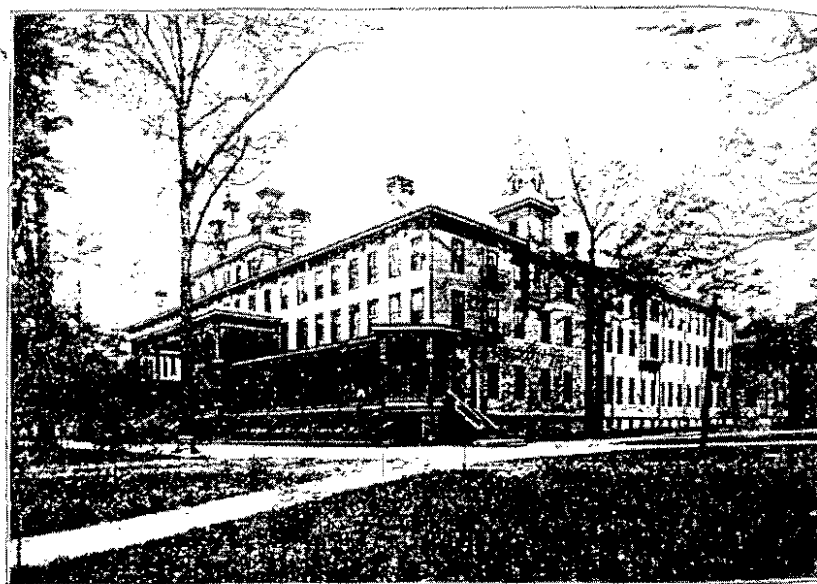
The first grand resort hotel in Summerville, the Pine Forest Inn, began in 1888 as an enterprise named The Dorchester Hotel, developed by local businessmen. They did not complete the project, and it was taken over by F. W. Wagener of Charleston. In 1891 the Pine Forest opened for the first time. During its heyday, the Pine Forest hosted presidents Theodore Roosevelt and Howard Taft. In 1905 the inn was enlarged and its golf course extended to eighteen holes. The hotel and its separate cottages eventually had room for 275 guests.

Wagener's estate held the hotel for years after his death, into the Great Depression. In the late 1920s the golf course was finally sold to Marie Claire deGraffenreid, a winter resident, and the Pine Forest Inn building was sold at auction in late 1931. Renovated by new owner T. W. Salisbury for the 1934-35 winter season, it housed military personnel during World War II and then closed. In 1944 the Rev. Harold M. Patrick announced the conversion of the Pine Forest Inn into a private boarding school, the Adventure School, affiliated with Camp Adventure at Lake Junaluska, North Carolina. The Adventure School did not last, and in 1950 the Pine Forest Inn was demolished.

Pine Forest Inn

Season 1911-12 Open December
to May
Summerville, S. C.

Winter Resort



An High Class Hotel, strictly in the Pines, catering to a select clientele. Rooms en suite with Bath, Elevator, Electric Lights. Steam Heat and Open Fireplaces. Pure water from our own Artesian well, one thousand feet deep, and perfect sanitary conditions. Fine Golf Links, which have recently been very much enlarged and beautified, and second to none in the country. Saddle and Harness Horses, fine Hunting, Boulevard for Automobiles to Charleston, about thirty miles. Address

Pine Forest Inn Company

Summerville, S. C.

From Charleston, S. C. City Directory, 1911

Golf and horseback riding were the principal outdoor activities of the winter visitors. In 1926 the Summerville Club (mostly Michigan investors) began developing a golf course/inn complex. Although its plans were not carried out as initially conceived, the club did lay out a 9-hole course, and built part of the inn and separate dining room. In 1930 former U. S. Senator Truman H. Newberry of Michigan purchased the club. It was closed after the 1931-32 season, then reopened as the Holly Inn, with two golf courses. The property was sold again after World War II, and became the Miler Country Club.

Summerville's resort industry declined in the 1920s with competition from larger and more comprehensive resorts. Resorts such as Blowing Rock and Pinehurst offered more amenities, Florida was becoming popular, and motels and highways put an end to the month-long hotel stay. Post-war changes spelled the end of luxury tourist hotels in Summerville. In 1950 there were only a few small inns - Wisteria, Brook's Haven, Balcyon, and The Elms.¹¹

Survey data: The Wisteria Inn, originally part of the Pine Forest, opened some time after World War II. The one and one-half story frame building was later divided into three apartments, and burned in 1970. Most of the Pine Forest property has become a subdivision; its entry gates remain on Salisbury and Marion avenues, Site #4960501. Squirrel Inn, Site #4960431. The Summerville Country Club, Site #4960488, was developed on the Pinehurst Tea Farm; see Holly Inn, Site #4960166. The best-known of the winter colony houses are the 1906 Parsons Residence, Site #4960600 (Woodlands Inn); the "Elizabeth Arden House" (Site #4960459, the Lord House) purchased by the cosmetics magnate in 1933; and the Skinner House, Site #4960470, purchased and enlarged by New Yorkers in 1935.

The Pinehurst Tea Farm

Tea was one of many agricultural products discussed as possible cash crops for South Carolina in the early 1800s, but cotton and rice planters did not begin to diversify until after the Civil War. In 1878 the Agricultural Society of South Carolina called attention to the potential of tea planting, and tea shipped to Baltimore by Dr. Alexis M. Forster of Georgetown County was well-received. The first real tea garden in the state began when part of Newington Plantation was leased by the Middleton family to the federal government for a tea farm. In 1880 W. G. LeDuc, Commissioner of the United States Bureau of Agriculture, sent seeds to the Agricultural Society of South Carolina to try a test crop. Workers began planting under the supervision of W. G. Vardell.

Dr. Charles U. Shepard, an amateur horticulturist who had retired from the faculty of the Charleston Medical College, acquired 408 acres of Newington Plantation. He took over management of the Pinehurst Tea Farm in 1892, and developed it further, adding over 150 acres to the tract and laying out large gardens. Along with tea, Shepard planted trees, flowering shrubs and vines.



TEA FACTORY AT PINEHURST TEA GARDENS, SUMMERVILLE, SOUTH CAROLINA

The Caroliniana Library Collection

The Tea Farm seemed to flourish. Labor problems "had been solved by maintaining schools for colored children, who pick the crop in return for an education." After Shepard's death, the Tea Farm struggled, but 100 acres remained in cultivation in 1917. Without federal support and subsidies, profits were small. A significant problem was the cost of shipping: it was said to be more expensive to ship tea to Chicago from Summerville than from China. The operation was not rebuilt after the Tea Factory and several other buildings burned in 1919.¹⁴

Survey data: In 1955 Harold M. Sebring purchased 69 acres of Pinehurst Tea Farm, including Shepard's home (Site #4960172), four employees' houses, and three barns. He demolished two barns, applied brick veneer to most of the buildings and relocated several houses. See Sites #4960167, 4960168, 4960169. Buildings that were not surveyed include the carriage house (110 West Walker Drive), gate house (124 West Johnston Street), a barn (102 Sebring Street), and school (108 Old Country Club Road). See also Robertson House, built for a chemist at the Tea Farm, Site #4960256.

Jedburg

The community of Jedburg grew up around the railroad stop at "26-mile" known in 1855 as Lawrences. The State Gazetteer for 1890-91 referred to it as "only a railroad station," listing several businesses at Jedburg: M. V. Griffin, timber, and three general merchandise storekeepers, including Welch and Altman. There were also twenty-two farmers in the area who collected their mail at Jedburg. In 1905 Jedburg had a population of 107, with one general store (C. E. Hodge), and only eight farmers on the post office roster.

The first Jedburg Baptist Church was organized in 1897. In 1910 a Presbyterian Chapel was begun as a mission church, but did not achieve the status of an independent church and eventually closed.

About 1905 the Charleston-based Agricultural Society of South Carolina voted to purchase land for donation to Clemson College as an experiment station. In 1908 Southern Railway gave a tract between Summerville and Jedburg, and planning began for the Coastal Experimental Station, called "Drainland." The first task was to ditch and drain the wetlands to produce cropfields. In June 1910 when the experiment station formally opened, ditches and subsoil drainage systems were in place on most of the land, and cornfields were growing. The size of the property was doubled to six hundred acres in 1920. Eventually most of the land was planted in pine as a demonstration forest, and a 16-acre parcel was leased to Dorchester County for an airport. The rest of the tract became an industrial park and residential subdivisions beginning in the 1950s.¹⁵

Survey data: The Jedburg Post Office operated in a corner of Mellard's Store (now gone) into the 1950s. Jedburg Baptist Cemetery, Site #4960163, Presbyterian Chapel #4960164. Six residences were surveyed at Jedburg: Griffin House, Site #4960161, Mellard House, #4960191; also #4960162, 4960165, 4960189, 4960190. Only one residence associated with Drainland was surveyed, Site #4960599, at the south side of Highway 78. The manager's house and most of the working buildings were at the north side of the highway, in today's industrial park.

Ridgeville and Givhans

Ridgeville and Givhans were the only settlements of any size in Burns Township, which lay between Four Holes Swamp/Edisto River and Cypress Swamp/Ashley River, south to today's Highway 17A. Thirty-two miles from Charleston on the railroad line, Ridgeville developed into a sizable town. Seven miles to its south, on the Augusta-Charleston Road (Highway 61), Givhans remained a small crossroads village.

The first post office at Ridgeville is said to have been called "Timothy Creek" but since 1844 it has been named Ridgeville. In 1835 the railroad station stop was called "Inabinet's" and in 1856 David Gavin boarded the train at "Ridgeville or Moccasin." The Town of Ridgeville was incorporated in early 1875, its area a circle one mile in diameter, centered around the depot. The first population figures available are from 1880, when there were 250 people in Ridgeville. The population declined slightly, to 212, by 1890, while Burns Township as a whole lost 7% of its population. Ridgeville's population loss was temporary, and by 1900 there were again 250 residents.

In 1879 there were two turpentine mills and three sawmills in Burns Township, with a total of 130 employees; and also one grist mill and one combination grist mill/cotton gin. It is not clear how many of these businesses were located at Ridgeville.

In 1890 Ridgeville's businesses included a lawyer; J. Murray and Co., drugs; twelve general merchants; two merchants who also produced naval stores; and three sawmills: Quackenbush and Co., L. G. Owens, and Norman Mosely. The J. A. Mosely Company and the D. F. Lemacks Company both operated narrow-gauge logging railroads between the main line track at Ridgeville and the forests of Four Holes Swamp. In 1905 the number of stores had declined to seven, and there were only two sawmills (Moseley and W. B. Browning). There were two churches (Mt. Tabor Methodist, organized in 1892, and Ridgeville Baptist, organized in 1902). Ridgeville had two physicians, and the post office had sixty-eight area farmers among its regular customers. The sawmill on Mill Street ran into the 1950s as a part of the Flack-Jones business of Summerville.

The town of Givhans was chartered in 1906 with a population of 113 and three general stores. Connected to the railroad line by a good road, Givhans served a large area: sixty farmers, only three of them African-American, collected their mail there in 1905.³⁶

Survey data: 46 properties were surveyed in the Town of Ridgeville, Sites #4290610 through 4290654, and 25 in the Ridgeville vicinity.
7 properties were surveyed in Givhans, Sites #4290159, 160, 161; 4291055, 4291063, 1064, 1065. 17 survey sites (8 of them cemeteries) are in the Givhans vicinity.

Dorchester

Thirty-seven miles from Charleston on the railway line, the town of Dorchester was first known as Lick-Pot, then Elmsville, Ross, Ross' Turn Out, or Ross Station (for the early tavern owner). There was a steam saw mill at Elmsville in 1856. In 1892 Ross Station was a thriving depot village, with five general stores and a physician. There was a naval stores manufacturer, R. L. Farrel and Company, and two sawmills, J. W. Johnson and T. J. Wharton. Seventeen farmers in the area collected their mail at Ross. The town of Rosses was incorporated in 1892, with its boundary the typical half-mile radius around the depot.

By 1905 the town was known as Dorchester. There were two physicians and a magistrate, and three general stores. Seventy-one farmers now got mail at Dorchester, ten of them "colored." The town was chartered again in 1912, with a population of 115.

During the early twentieth century, the turpentine still and store were purchased by W. J. Orland, who also built a cotton gin and grist mill. With the rise of truck farming in other railroad sections, a North Carolina group began an enterprise called Albemarle Farm near Dorchester. The company began growing tomatoes, beans, Irish tomatoes and other crops for packing and shipping. The business soon went into bankruptcy, a victim of late frosts and the improved refrigeration that allowed Florida to take over the industry.³⁷

Survey data: Dorchester remains a very small town. Because Highway 78 and the rail line run very close together here, the town's layout is linear, with the typical local road (Railway Avenue) at the far side of the track parallel to the main highway (Highway 78). The depot stood between the track and Railway Avenue; a row of historic residences and stores lines one side of each road. 13 survey sites in Dorchester are numbered 2190023, 2190073, 2190076, 77, 78; 219088, 89, 90; 2190700, 701, 702. There are 24 survey properties in the vicinity of Dorchester.

Pregnall

The 41-mile station stop on the railway line was first called "41 Mile," and later "Rumphantown." In 1855 David Gavin remarked that "Tar Bill" Harley was loading turpentine barrels on the cars at 41 Turnout. As late as 1939 there was a turpentine distillery at the rail siding about halfway between Dorchester and today's Pregnall.

The original Pregnall was a village about a mile south of the railroad, located where Millpond Branch crosses Smoak Road, one of the earliest roads in the county. Mills' Atlas shows "Col. Rumph" and a church in this area. The land east of Indian Field Swamp provided excellent pine timber, and a vast tract of it was acquired for railroad construction in the early 1830s. In 1871 the railroad company laid out a small town at Pregnall, donating two lots for a Methodist Church, which was built in 1873.

In 1880 the Census reported a population of 89 at "Rumphantown." In 1885 construction began on the Eutawville Railroad, a short-line from the South Carolina Railroad north from 41 Mile. Rumphantown prospered with the additional rail activity. In 1890 S. D. Rumph's general merchandise store and William M. Knight's sawmill were both located here. To the south, at Pregnalls, were three general merchandise stores, S. L. Rumph's sawmill, and D. A. Wamer and Company, naval stores (Wamer's large land holdings in the area of Pregnalls and Byrds included David Gavin's former Texas Plantation).

In 1905 Pregnall(s) was the name of the village at the railroad junction, with a population of 100. The State Gazetteer reported two general stores at Pregnall, and twenty area farmers who used the Pregnall post office. The first Pregnall had been abandoned except the church and a school, and the Rumphantown name was lost. In 1914 the new Pregnallis was chartered as a town, with a population of 100. Surrounded by the Pregnall Forest (known today as Brosnan Forest), where farm tracts have grown up in timber since before 1930, the Town of Pregnall has disappeared.³⁸

Survey data: Texas Plantation, Site #4401019; Pregnall Forest, Site #2191097; Pregnall School and Methodist Church cemetery, Site #2190706.

Byrds

Byrds (earlier known as Byrds' Station) is a crossroads community forty-six miles from Charleston on the railroad line. If the plan of a turn-out and depot only every five or six miles had been followed, Byrds would probably have become a station town. However, the large rail station at St. George, only two miles away, pre-empted the town's opportunity. In 1905 W. S. Brownlee kept a general store at Byrds, but it never grew into a commercial village.¹⁹

Survey data: Four properties were surveyed at Byrds, Sites #4400064 through 4400067. There are nine survey sites in the vicinity of Byrds.

St. George

Forty-eight miles from Charleston on the railway line, St. George developed on land owned by James George (1789-1867), who is said to have opened a small store as early as 1810. Mills' Atlas shows "George" at about the location of today's St. George: the junction of Quaker Road and Second Texas Road. Although this intersection was between the station stops of Byrds and Reevesville, James George gave a lot for a railroad depot. A village grew up known as "George's Turnout." The first church to be established was St. George Methodist. James George donated an acre of land to the congregation, which built a sanctuary in 1857.

When the town was first incorporated (1875) it was as George's Station. It was incorporated again in 1890 as the Town of St. George's, a name chosen to reflect the location in St. George's Dorchester Parish. The town was eventually renamed St. George. In 1898, after three elections and a state supreme court case, St. George was made county seat of the new Dorchester County. Planning began for a county courthouse, and the cornerstone was laid October 21, 1897.

St. George had a great expansion from 1880 to 1890. According to published census tables, the population more than doubled, from 279 residents to 629. The State Gazetteer and Business Directory for 1890 reported it as "an interesting little place." There were two milliners, 14 general merchants, two general merchandise/drug stores, one general merchant/railroad wood contractor, and one general merchant/railroad cross-tie contractor; a wheelwright, a livery stable, a lawyer/insurance agent, and at least three physicians. Other businesses were Kizer & Way cotton gin and press, P. W. Risher grist mill, and Stokes & Smith naval stores. In 1891 members of (Old) St. George Baptist Church who lived in town organized Memorial Baptist Church, and St. George Methodist Church was enlarged the same year.

Designation as county seat increased St. George's importance as a population and commercial center. In 1900 there were 576 residents in St. George, 20% of the total population of George Township. In about 1899, the Bank of Dorchester had become the first banking institution in town. By 1908 there were two banks (Bank of Dorchester and Bank of St. George), a cotton seed oil mill, and "many" commercial buildings. Businesses included L. M. Badham, brick maker and builder; S. M. Woodruff, builder; R. F. Collier, general store and sawmill; N. G. Leonard, general store and sawmill; and Kizer & Way's cotton gin and grist mill. There were eleven general stores, three grocers, 3 milliners, two hotels, a bottling plant, and a wagon works. The population was served by two newspapers, six physicians, two dentists, and a handful of lawyers; several hundred rural residents collected their mail at St. George. The pace of growth was noted by The State newspaper in 1908: five brick stores had been built since the previous year, and three more stores, a bank and a three-story hotel were underway. The town had built concrete sidewalks, and surfaced Main Street with rock.

St. George's Main Street (Parler Avenue/Highway 15) was paved in 1926. In 1928 Highway 78 (Memorial Boulevard) was paved for a quarter-mile in each direction. These public works projects could not prevent the impact of the Great Depression on farmers and businesses. In 1932 the Dorchester Banking Company failed along with People's National Bank of Charleston. Before the end of the decade, Abbott's Brick Yard, at the north side of town beside the Dorchester Cotton Oil Mill, also closed. There were also new business investments in St. George during the 1930s. Dr. A. R. Johnston constructed a Main Street building for lease to Wimberly's Market in 1934. The next year, J. H. Bryant, Jr., bought the "old Rowell place" on Highway 15, planning to remodel the house for a tourist home, build 10 tourist cabins and a Gulf filling station. Also in 1935 the Whetsell brothers opened a Shell Service Station.

By 1939 St. George had a population of 1,918 (1,025 white), still predominately involved in farming and lumber. With the intersection of Highways 78 and 15 in the heart of town, hotels, tourist homes and gas stations were flourishing.

Between 1952 and 1954 North Parler Avenue (Highway 15) was widened from "a narrow crooked street, a considerable bottleneck for heavy traffic, into a beautiful thoroughfare." The project removed 31' from the buildings on the east side of the main business block and replacing it at the rear; buildings in other blocks along the highway were rolled back on their lots. The road was then widened from two traffic lanes to four lanes, with parking on both sides. Telephone and power lines were moved to the rear of the blocks, and new street lights installed.

The first school in St. George is said to have been a private school that began in the 1850s on a site north of town near St. James Cemetery. The first white free school was in a one-room building on the corner of George and Whitridge Streets. In 1890 George's Graded Institute for Male and Female was described as a "fine graded school." Eventually Captain William Minus built a wood building on Raysor Street for purchase by the school district, a four-room graded school with second floor auditorium. In 1907 a combined grammar/high school was built on the same lot, and the wood building moved across town to be used by black pupils. In 1927 a new high school was built adjacent to the grammar school. In 1957 the present St. George High School opened; the 1927 high school became a grammar school; and the 1907 grammar school was demolished.

The school that was moved to become a black grammar school in 1907 was known as Greenleaf School. In 1925 it was replaced by a Rosenwald school and later renamed Williams Memorial School. It became an accredited high school, and operated until the 1957 St. George High opened. Williams Middle School, although not at the original site, retains the Williams name.⁴⁰

Survey data: Unlike many county seats, St. George does not have a "courthouse square." The town's layout, with commercial district, scattered churches, and residential neighborhoods, had been established well before its designation as the seat of Dorchester County. The present Dorchester County Courthouse was built in 1964. There are 186 survey sites in St. George. 22 residences were built before 1900, and 156 after 1900. Notable properties are James George's house, Site #400735; Memorial Baptist Church, Site #4400030, where he is buried; St. George Methodist Church, Site #4400788; Harmony Masonic Lodge, Site #4400785; St. George High School, Site #4400804; and Greenleaf School, Site #4400760.

Commercial buildings on the east side of Parler Avenue altered in the 1950s include Sites #4400798 and 4400799. Commercial buildings at the opposite side of Parler Avenue retain historic facades, several of them obscured by false fronts: Sites #4400790 through 4400795. As a result of the Highway 15 rewidening, the St. George Southern Railway Depot was replaced by a simple gable roofed building with asbestos siding. This 1954 depot was later relocated and became a fish camp (at Walters Pond, near Grover). The freight platform remains, Site #4400784.

Reevesville

Fifty-two miles from Charleston on the railway line, Reevesville is said to have been settled near a trading path as early as 1793. The trading path, which is shown on Mills' Atlas running along the east side of Cattle Creek, apparently became today's Independent School Road. Mills showed several residents on this route: from the north they were Clark, Moore, and two Reeves. He also shows a church which is probably Reevesville Baptist Church. Markers in the church cemetery bear dates as early as 1836.

In 1855 the railroad station was called "Reeves," but when the town was first incorporated in 1875, it was as "Reevesville." Like many small towns, its boundary was a circle one mile in diameter, centered around the railroad depot. Reevesville was re-incorporated in 1891, its boundary unchanged, and received a new charter in 1905.

Reeves' Station became a preaching point on the St. George Methodist Circuit in 1872. The South Carolina Railroad Company donated a lot "in the town of Reeves" to the Trustees of the Methodist Episcopal Church and in 1874 Reevesville Methodist Church was established. In 1879 there were two cotton gins in Koger Township, probably both at Reevesville. In 1890 the town had five general merchants in Reevesville; a boarding house (Mrs. Samuel Griffith); E. W. Scriven's sawmill, and W. F. Street's grist mill and cotton gin. Twenty-three farmers in the surrounding area collected their mail here.

Reevesville was the principal town in Koger Township, which was bounded by the Edisto River and Polk Swamp. The population of this area expanded rapidly between 1890 and 1900, from 1,574 to 2,276. The town grew at a slower rate, increasing 26% from 1890 to a population of 137 in 1900. By 1905 Reevesville reported 165 residents. Businesses included nine general stores, Kizer's sawmill and gin, and Dr. A. B. Johnston, physician and druggist. The post office served townspeople and also 139 area farmers, almost 20% of them African-American. In 1924 there were a bank, several stores, a school, and C. P. Rigby's cotton gin.⁴¹

Survey data: Just east of Reevesville, Highway 78 (Johnston Avenue) arcs above the railroad line, joining it again at Dorange. Because of the presence of this primary road several blocks away from the rail line, Reevesville is not laid out as a standard railroad town. The streets parallel to the track (Railroad Avenue and Reeves Street) are lined with residences and businesses. However, these are not highway routes, and the town is not completely centered on them. Historic residences and businesses also face Rigby Street and Main Street, which both connect Highway 78 to the railroad. There are 35 survey sites in Reevesville, 22 of them residences. See Sites #4200903 through 4200912 and #4200940 through 4200963. Notable properties include Reevesville Methodist Church Cemetery, Site #4200905; Bank of Reevesville, Site #4200957; and Reevesville School, Site #4200946. There are 36 survey sites in the vicinity of Reevesville.

Dorange

Four miles from the center of Reevesville, the community of Dorange straddles the line between Dorchester and Orangeburg counties. The two names were combined as "Dorange." There have been a general store and sawmill, a railroad signal stop, and a school at Dorange. Twentieth century tar producers along the Edisto River found the Dorange Station to be convenient for shipping, as it is closer to the river than Reevesville.⁴²

Survey data: Two residences were surveyed at Dorange, Sites #4200923 and 4200924.

Harleyville

Harleyville grew up around the crossing of the 1885 Charleston, Sumter and Northern Railroad over the Orangeburg-Charleston Highway (Highway 178). The early post office here was "Ridell" a name that may have come from Riddle or Riddlespurger, the name shown on Mills' Atlas at about the location of today's town. The town was incorporated as Harleyville in 1893, with its boundary a circle one-half mile in radius from the rail crossing. By 1900 the Town of Harleyville reported a population of 243. In 1905 the population was almost 300, and one hundred area farmers used the Harleyville Post Office. There were four general stores, one general store/lumberyard (J. G. Creighton), one physician, and magistrate J. A. Parler.

Harleyville's first sawmill, owned by Jim Knight, was at the approximate location of First Baptist Church on Main Street (Highway 178) several blocks from the railroad. A later sawmill and cotton gin, operated by three Currie brothers who moved to Harleyville in the late 1920s, stood beside the railroad. In the early 1940s Harleyville was a "small trading center for surrounding farms that produce such a variety of products that they are almost entirely self-sustaining."

Harleyville's early churches were placed at either end of the small residential-commercial district along Highway 178 (Main Street). Adjacent to the railroad track, Westbury's general merchandise and dry goods store was augmented by Westbury's Hardware. Between this commercial block and the railroad were a fish store, which also sold ice, and a corner cafe. The one-story Harleyville Depot, built in the typical style of Atlantic Coast Line Railroad depots, was demolished in 1947. The town also had a two-story brick hotel which faced the railroad just north of Main Street.⁴³

Survey data: 39 properties were surveyed in Harleyville, 31 of them residences. See Sites #2190662, 663; 2190665, 666, 667, 668, 669; 2190671 through 2190689. Notable properties include Harleyville School, Site #2190666; Harleyville Post Office, Site #2190676.01; and the Westbury Building, Site #2190684.

27 properties (11 of them churches and cemeteries) were surveyed in the vicinity of Harleyville.

Rosinville

Rosinville is a crossroads community at the junction of U. S. Highways 15 and 178. Its name suggests the importance of turpentine in upper Dorchester County. Mills' Atlas shows "Carr's Tavern" just west of today's Rosinville, and Highway 15, the continuation of Quaker Road, as a modest north-south road crossing the Orangeburg Road. Beginning in 1927, U. S. 15 (Lafayette Highway) was widened and straightened through Four Holes Swamp. With increased traffic came new businesses to Rosinville. Three gas stations and a small restaurant were constructed around the intersection.⁴⁴

Survey data: No survey properties are at Rosinville. The present stores at the highway intersection date to the 1940s.

Grover

Grover is a crossroads community at the junction of Wire Road and U. S. Highway 15, six miles south of St. George on the route to Walterboro. As early as 1782 William Murray moved from Charleston to settle in this area. First known as Murray's Crossroads, Grover developed because of the bridge and road system that became Highway 15 South. Mills' Atlas shows "Raysor's Tavern" at the south side of the Edisto River, opposite Grover Methodist Church. Before 1856 Raysor's Bridge was in use, connecting with Red Bank Road which ran south to Walterboro.

The community was incorporated as the Town of Grover in 1892. Its boundaries were set as a one-half mile radius "from the center of the Walterboro Road between the residences of W. D. Gaskins and J. W. C. Canady." In 1905, there were two general stores at Grover, one of them operated by physician W. P. Shuler, one by Jane Gaskins; a blacksmith, and the magistrate W. C. Bailey. Seventy-six area farmers used the Grover post office. By 1928 there were a grist mill and two general merchandise stores, one of them housing the post office, a church (Grover Methodist), and a school in Grover.⁴⁵

Survey data: Six sites were surveyed at Grover, Sites #2120126, 127, 128; 2121031, 2121035, 1036. Interesting properties include the Grover School, Site #2120127, and Utsey's Service Station, Site #2121035. In the vicinity of Grover are 30 survey sites (15 of them churches and cemeteries) and the unusual tourist cabins, Site #4400038, on Highway 15.

SUMMARY

Dorchester County has been settled for more than 300 years. Until 1940 more than half the county's population lived on farms, and nearly all rural properties historically had multiple barns and outbuildings. Yet, as the tables in the "Evaluation of Survey Data" show, over half of the properties inventoried for the Dorchester County Historic Resources Survey were built in the twentieth century. Most sites are in towns, and the great majority are single family residences.

The divergence of the built environment from the historical record can be explained in several ways. The structures most likely to be retained and reused are well-built houses on town lots. Most Dorchester County farms were small, and many farmers struggled to earn a living. Their houses were badly built and uncomfortable. Such dwellings were abandoned when the family moved away, then lost to fire or demolition. Even on farmsteads that remain active, as domestic and agricultural outbuildings became obsolete they were lost or removed from the landscape.

In favorable locations that have been used for generations, most bridges, churches, stores, and houses have been replaced at least once. Whether removed for new construction or destroyed by fire or flood, the earliest properties were succeeded by later edifices, which may now be historic in their own right.

Finally, some of the most important themes in Dorchester County's history: tar, turpentine, timber; cotton, rice, cattle; ferries and stagecoaches, left few visible records in above-ground historic resources. These aspects of the past are retained in memories and folkways. Traditional activities like hunting deer through the pine forest, serving rice on the daily table, gathering around the syrup boiler, and attending camp meeting are all part of the inventory of historic cultural resources in Dorchester County.

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APPENDIX: ARCHITECTS, ENGINEERS AND BUILDERS

ARCHITECTS

Henry Ayers of Orangeburg¹

1913, Morris Mimrow Arcade, Store, Office and Theatre, Main Street, Summerville
(burned, 1920s)

James D. Benson of Charleston²

1939, Knightsville Public School (Site #4910879)

Henry S. Burden of Charleston and Summerville³

1915, Timrod Library, Summerville (Site #4960309)

1921-23, Parish House (Ambler Hall), St. Pauls Episcopal Church, Summerville
(Site #4960469.02)

1933-34, renovations for Elizabeth Arden, Summerville (Site #4960459)

Hopkins, Baker and Gill of Florence⁴

1953, Reevesville Elementary School

1953, St. George Elementary and High School

W. B. W. Howe, Jr. of Charleston⁵

1877, enlargement of St. Paul's Church, Summerville (Site #4960469)

Lafaye and Lafaye of Columbia⁶

1937, Dorchester County Hospital (County Office Building), Summerville (Site #4960561)

1924, Summerville High School (Rollings Elementary School) (Site #4960527)

Frank P. Milburn of Columbia⁷

1900, Southern Railway Passenger Depot, Summerville (demolished)

1906, Robert W. Parsons Residence (Woodlands Inn, Summerville) (Site #4960600)

John D. Newcomer of Charleston⁸

1925-26, Summerville Club Clubhouse (Site #4960488)

1926, Carolina Inn, Summerville (demolished, 1970)

1928, Hotel, Summerville (Site #4960166?)

Preacher and Holman of Augusta⁹

1909, John M. Clark Residence and J. Frank Clark Residence, Summerville

¹ John E. Wells and Robert E. Dalton, The South Carolina Architects, 1885-1935: A Biographical Directory (Richmond VA: New South Architectural Press, 1992), p. 3.

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⁵ Thomas, Protestant Episcopal Church, p. 424.

⁶ Wells and Dalton, Architects, p. 97. News and Courier, 2/22/43.

⁷ Wells and Dalton, Architects, pp. 125-126.

⁸ Ibid, p. 131.

⁹ Ibid, p. 139.

Christopher G. Sayre of Anderson¹⁰

1907, School, St. George; 1908, School, St. George (replaced 1926)

1908, Dr. J. B. Johnston Residence, St. George

1908, Masonic Building, St. George (Site #4400785)

1908, C. E. vonLehe Store, Residence, and Office, St. George

Louis A. Simon, with US Treasury Dept. 1896-44; supervising architect 1933-1944¹¹

1937, Post Office, Summerville (Site #4960324)

Simons and Huger (S. Lewis Simons and Frank P. Huger) of Charleston¹²

1889, Summerville Hotel

1890, W. H. Richardson Hall Building, Summerville (probably Town Hall)

James B. Urquhart of Columbia¹³

1926, St. George High School (Site #4400804)

Wilson and Edwards (Charles Coker Wilson and William A. Edwards) of Columbia¹⁴

1897, Church, Summerville

Charles Coker Wilson¹⁵

1919, St. George Methodist Church and Sunday School (#4400788)

John A. Wood, hotel architect of New York¹⁶

Pine Forest Inn, Summerville (demolished 1950)

LANDSCAPE ARCHITECTS

"Gig" Freeman (employed with Civilian Conservation Corps)¹⁷

1934, Givhans Ferry State Park (Site #3201002)

ENGINEERS

Robert E. Parker Construction Engineer of NY¹⁸

Edisto - Goose Creek Tunnel (Site #3201002.05)

¹⁰ Wells and Dalton, Architects, p. 153.

¹¹ Ibid, pp. 161-62.

¹² Ibid, p. 163.

¹³ Ibid, p. 183.

¹⁴ Ibid, p. 212.

¹⁵ Ibid, p. 218. News and Courier, 10/11/36.

¹⁶ Wells and Dalton, Architects, p. 220.

¹⁷ News and Courier, 10/24/36.

¹⁸ Ibid, 4/25/37.

BUILDERS

These are builders cited or remembered as full time professionals. Many other men in Dorchester County have built houses for themselves or relatives. Builders of their own homes who were not professional builders are cited on the survey cards.

J. T. Dabbs

1927, St. George High School (Site #4400804)

Alexander Braid, [Jr.], contractor/builder of Summerville¹⁹

1884, 311 Magnolia St., Summerville (Site #4960239)

1891, 208 Sumter St., Summerville (Site #4960459)

1891, Pine Forest Inn, Summerville

1895, Summerville Presbyterian Church (Site #4960408)

Charles E. Daniel Construction Company of Greenville²⁰

Anchor Corporation alumina plant

Jim Knight of Harleyville

residences, sites #2190663, 2190673, 2190689, 2190692, 2190697, 2190698

Frank M. Lee and Norman A. Lee of Summerville²¹

1923-24, St. Pauls Episcopal Church Parish House (Site #4960469.02)

MacDougald Construction Company of Atlanta, GA²²

1928-29, Jahnz Section of Edisto-Goose Creek Tunnel

T. E. Murray²³

1927, store building for A. C. Minus, St. George

Henry Oliver of Summerville²⁴

1888, 114 Rutherford St. (his own residence), Summerville (Site #4960440)

1901, Transportation Building and Machinery Hall, Interstate and West Indian Exposition (Charleston)

-- Schumacher, contractor/builder of Summerville²⁵

F. Dauer's residence and store, Summerville

Simmons, J.

Bethel AME Church, Summerville (Site #4960366)

¹⁹ Foster, Beth's Pineland Village, pp. 106, 126, 132. Kwist, Porch Rocker, p. 52.

²⁰ News and Courier, 6/19/43.

²¹ Vestry minutes, St. Paul's Episcopal Church. J. J. Harmon, Frank M. Lee, Norman A. Lee, John Middleton, John Russell and Stall & Welch are builders listed in a Business Directory in "Summerville, S. C." (Charlotte: Queen City Printers, ca. 1910).

²² News and Courier, 6/13/1941.

²³ Dorchester Eagle, 3/24/27.

²⁴ Foster, Beth's Pineland Village, p. 109. Charleston, S.C., Inter-State and West Indian Exposition, p. 135.

²⁵ Foster, Beth's Pineland Village, p. 131.

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South Carolina State Library, Columbia.
South Caroliniana Library, University of South Carolina, Columbia.
Timrod Library, Summerville.

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 "Rosinville community takes another big step" 1/19/28.
 "Road work in Dorchester making great progress" 1/26/28.
 "St. George 'Boulevard' to be hard surfaced in 1928" 2/23/28.
 "Paving of Highway 27..." 4/5/28.
 "The demonstration forest at Pregnell" 7/5/28.

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"New store room on Main Street" 12/13/34.
"Bolly Inn is now open for season" 1/10/35.
"Summerville to have modern picture house" 2/7/35.
"New tourist home and service station" 3/7/35.
"Shell service station to open here" 3/7/35.

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"A colored camp meeting" 4/28/1885.
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"Dorchester people are pleased with highways which make fine system" 5/5/26.
"Summerville's charms in spring are alluring" 3/22/31.
"Ex-Senator Newberry buys Summerville golf course" 4/17/31.
"St. George power plant proposed" 5/1/31.
"Richardson wins at Summerville" 5/14/31.
"Pine Forest Inn to be sold at public auction" 9/9/31.
"State at last takes action to conserve her forests" 11/15/31.
"Cane grinding time" 11/25/34.
"Pine Forest Inn begins new life" 12/23/34.
"18 towers make tree fire finding simple" 1/7/35.
"Summerville Free Library grows from reading club" 2/3/35.
"Edisto CCC camp wins top honors" 2/24/35.
"Maker of beautiful women [Elizabeth Arden] fascinated by Summerville" 4/28/35.
"Good highways and trucks revolutionize lumber trade" 9/1/35.
"Dorchester man [J. W. Ackerman] is candy maker" 11/17/35.
"One man [T. W. Salisbury] guides four big industries" 8/18/35.
"Thousands of azaleas sold each year at Summerville" 10/21/35.
"Park at Givhans nearly complete" 1/6/36.
"Bacon's Bridge..." 8/24/36.
"St. George today dedicates church" 10/11/36.
"Edisto aqueduct nearly half done" 10/24/36.
"Lowcountry WPA work is reviewed" 1/3/37.
"Wallace Irwins buy a residence. Writers purchase home in Summerville" 3/7/37.
"Pulp mill soon to be operating" 4/4/37.
"Sketch of Summerville" 4/18/37.
"Engineers to see Edisto aqueduct" 4/25/37.
"First wood pulp made at plant" 5/31/37.
"Edisto's water put into tunnel" 6/1/37.
"Water of Edisto now in reservoir" 6/9/37.
"Dorchester Hospital at Summerville opens Tuesday" 11/28/37.
"Hospital opens at Summerville" 12/1/37.
"Summerville's new post office opens Tuesday" 5/23/38.
"Do You Know Your South Carolina? St. George" 6/26/39.
"Four WPA years in S. C. reviewed" 4/14/40.
"WPA summarized Charleston work" 5/5/40.
"Big program saves S. C. forests" 8/25/40.
"Do You Know Your South Carolina? Dairy Industry" 9/2/40.
"Pregnall 'Cathedral Forest' shows profits in pine trees" 12/15/40.
"Grant for Mateeba Gardens dated 1675" 12/2/41.
"Miles of pipe carry city water" 12/2/41.
"Summerville for 190 years has been a summer retreat" 12/2/41.
"Do You Know Your Lowcountry? Dorchester County Hospital" 2/22/43.
"Alumina plant contract is signed" 6/19/43.
"Fire loss [Squirrel Inn] taken at Summerville" 12/23/42.
"WPA recounts public works" 4/27/43.
"Boarding school will occupy Pine Forest Inn" 6/9/44.
"Do You Know Your South Carolina? Public parks operated by the state" 2/25/46.

"In Summerville, record flurry of building and buying activity..." 5/26/46.
 "High calcium marl mined at Harleyville" 1/11/47.
 "Summerville stave factory plans to double production" 3/2/47.
 "Barrel stave plant" 6/15/47.
 "New parsonage [Mt. Zion Baptist] is dedicated near St. George" 3/27/49.
 "Elegant Badham mansion renovated" 4/17/49.
 "Noted Summerville inn [Pine Forest] being torn down" 5/7/50.
 "Education advantages told in old St. George Pamphlet" 9/7/52.
 "Harleyville cement plant size and capacity doubled" 9/7/52.
 "Do You Know Your South Carolina? Ridgeville Baptist Church" 12/8/52.
 "Dairying ... in Dorchester County" 11/8/53.
 "Dorchester school equalization is near" 12/6/53.
 "New railroad station replaces old one at St. George" 4/28/54.
 "St. George's Main Street before and after" 8/23/54.
 "Railroad terminal remodeled at Summerville" 11/23/56.
 "Ridgeville church plans Homecoming Day tomorrow" 5/4/57.
 "Dorchester lost valuable historic relic on September 25" 10/26/58.
 "Kidnapped cannon on way home" 11/22/58.
 "Dairies dethrone cotton" 4/26/59.
 "Old war cannon given to Guard" 7/20/59.
 "Summerville Town Hall now a home" 7/10/61.
 "Badham House recalls past era" 12/21/64.
 "Agriculture is important to Dorchester County economy" 10/10/66.
 "Wisteria Inn destroyed by fire" 1/16/70.
 "Old Summerville landmark gives way for subdivision" 7/8/71.
 "Arden House" 3/26/72.
 "Summerville Monticello link to past" 1/4/76.

South Carolina Historical and Geneological Magazine/South Carolina Historical Magazine.

The State (Columbia).

"Dorchester Court House. The cornerstone laid yesterday" 10/22/1897.
 "Dorchester is legally a county" 1/18/1898.
 "Progress noted at St. George" 8/4/1908.

Summerville Scene.

Centennial Edition, 3/21/47.
 "Days of Carolina Inn numbered" 2/10/66.
 "Town offers land for sale" 3/3/66.
 "Carolina Inn is being torn down" 4/7/66.
 "Town extending street to land it wants to sell" 7/28/66.
 "Old landmark [Wisteria Inn] destroyed" 1/22/70.
 "New Summerville Baptist Church" 4/15/71.
 "The Bishop Pengelley Memorial Chapel" 11/22/72.

11. PROPERTIES IN THE SURVEY AREA THAT ARE LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES

| Site # | Name | Location |
|---|--------------------------------------|---------------------------------|
| 4200001 | Appleby's Church | St. George/Grover vicinity |
| 4290002 | Cypress Methodist Campground | Ridgeville vicinity |
| 4400003 | Indian Field Methodist Campground | St. George/Rosinville vicinity |
| 4910004 | Middleton Place NHL | Summerville vicinity |
| 4910005 | Newington Plantation | Summerville |
| 4200006 | Carroll Place | St. George/Reevesville vicinity |
| 4910007 | Old Dorchester | Summerville vicinity |
| 4960008 | Summerville Historic District | Summerville |
| 4910871 | White Meeting House Ruin & Cemetery* | Summerville vicinity |
| *nomination pending approval by National Park Service | | |
| **83003831 | Ashley River Road (SE of SC 165) | Summerville vicinity |
| **93001514 | Ashley River Historic District | Summerville vicinity |
| **The SHPO has not assigned SC Statewide Survey site numbers to these National Register-listed properties. The number shown is the National Register Information System (NRIS) reference assigned by the National Park Service. | | |

For eight National Register sites, 23 Survey Site Cards were completed. Cards were not prepared for Ashley River Road or the Historic Districts. The Ashley River Historic District includes several contributing properties in Dorchester County: Middleton Place, Old Dorchester and The Laurels (Site #4910106). The north boundary of the district is Bacons Bridge (Site #4911095).

There are 323 survey sites inside the Summerville Historic District. The 27 buildings marked "1940s" on the district map were built between 1941 and 1950 and retain architectural integrity.

12. EVALUATION OF SURVEY DATA

Survey sites are located on 21 USGS Topographic Quadrangles.

| Quadrangle | Code | # of Sites |
|----------------------|------|------------|
| Bowman | 050 | 2 |
| Branchville South | 053 | 0 |
| Clubhouse Crossroads | 103 | 9 |
| Cottageville | 112 | 1 |
| Grover | 212 | 31 |
| Harleyville | 219 | 88 |
| Holly Hill | 233 | 1 |
| Jacksonboro | 248 | 1 |
| Ladson | 276 | 0 |
| Maple Cane Swamp | 320 | 25 |
| Osborn | 378 | 3 |
| Pringletown | 410 | 11 |
| Ravenel | 417 | 3 |
| Reevesville | 420 | 78 |
| Ridgeville | 429 | 92 |
| St. George | 440 | 263 |
| St. George SW | 441 | 0 |
| Sandridge | 454 | 0 |
| Stallsville | 491 | 59 |
| Summerville | 496 | 485 |
| Wadboo Swamp | 531 | 34 |
| Total | | 1186 |

Of the 1186 survey sites, 769 are located within incorporated towns. Distribution of sites outside towns is fairly even across Dorchester County.

| <u>Town or Area</u> | <u># of Sites</u> |
|-------------------------------|-------------------|
| Summerville (incorporated) | 463 |
| Summerville vicinity | 50 |
| Ridgeville (incorporated) | 46 |
| Ridgeville vicinity | 25 |
| St. George (incorporated) | 186 |
| St. George vicinity | 49 |
| Reevesville (incorporated) | 35 |
| Reevesville vicinity | 36 |
| Harleyville (incorporated) | 39 |
| Harleyville vicinity | 27 |
| Jedburg and vicinity | 13 |
| Knightsville and vicinity | 13 |
| Cooks Crossroads vicinity | 9 |
| Delemars Crossroads vicinity | 6 |
| Clubhouse Crossroads vicinity | 6 |
| Grover and vicinity | 36 |
| Givhans and vicinity | 30 |
| Dorchester and vicinity | 37 |
| Pregnall and vicinity | 10 |
| Byrds and vicinity | 13 |
| Badham and vicinity | 6 |
| Dorange and vicinity | 11 |
| Rosinville vicinity | 39 |
| Total | 1186 |

| <u>Property Type</u> | <u># of Sites</u> |
|--|-------------------|
| Single Family Residence (SFR) | 847 |
| SFR/also inn | 7 |
| Cottage (slave cabin, guest cottage, etc.) | 15 |
| Tenant house | 4 |
| Duplex | 5 |
| Garage/apartment | 1 |
| Groups of cabins (includes camp meeting tents) | 6 |
| Kitchen houses | 2 |
| Cistern | 1 |
| Privy | 1 |
| Gazebo | 1 |
| Garden | 2 |
| Greenhouse | 1 |
| Stores | 50 |
| Store/also SFR | 4 |
| Store/Masonic Lodge | 1 |
| Warehouse | 1 |
| Gasoline filling station | 4 |
| Automobile dealerships | 2 |
| Ice plants | 2 |
| Bottling plant | 1 |
| Theater | 3 |
| Barbershop | 1 |

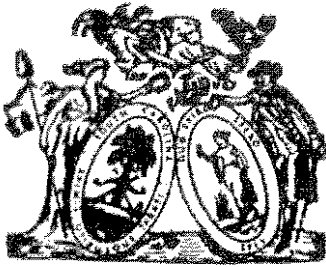
Date Range: Selected Properties

| | |
|-------------------------|----------|
| Single family residence | |
| 1800-1860 | 33 |
| 1861-1875 | 26 |
| 1875-1900 | 254 |
| 1901-1920 | 293 |
| 1921-1940 | 201 |
| post-1940 | 35 |
| unknown | <u>5</u> |
| Total | 847 |

| | |
|-----------|----------|
| Store | |
| 1870-1900 | 9 |
| 1900-1920 | 16 |
| 1925-1940 | 22 |
| post-1940 | <u>1</u> |
| Total | 50 |

| | |
|-----------|-----------|
| Church | |
| 1845-1860 | 3 |
| 1870-1900 | 13 |
| post-1900 | <u>17</u> |
| Total | 33 |

| | |
|-----------|----------|
| Cemetery | |
| pre-1800 | 5 |
| 1800-1850 | 24 |
| post-1850 | 77 |
| unknown | <u>5</u> |
| Total | 111 |



South Carolina Department of Archives and History

1430 Senate Street, P.O. Box 11,669, Columbia, South Carolina 29211 (803) 734-8577
State Records (803) 734-7914; Local Records (803) 734-7917

DORCHESTER COUNTY SURVEY NATIONAL REGISTER EVALUATIONS

PROPERTIES DETERMINED ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES

The following determinations are based on evaluations of the Dorchester County Survey by the State Historic Preservation Office (SHPO) of the S.C. Department of Archives and History. It is the opinion of the SHPO that the properties meet, with the exception of those found worthy of further investigation, the eligibility criteria for inclusion in the National Register of Historic Places. These determinations are based on the present architectural integrity and available historical information for the properties included in the Dorchester County Survey. Properties may be removed from or added to this list if changes are made that affect a property's physical integrity. Historical information that is brought to the attention of the National Register specialist confirming or denying a property's historic significance may also affect a property's eligibility status. The process of identifying and evaluating historic properties is never complete. The SHPO encourages readers of this report to alert the National Register specialist to properties that may have been omitted during this evaluation.

National Register field evaluations were conducted by SHPO staff Andrew W. Chandler and Virginia M. Dilworth on October 17, 1996, and January 23 and 28, 1997. Evaluations made on the first date included consultant Sarah Fick of Preservation Consultants, Inc., of Charleston.

PROPERTIES ELIGIBLE FOR INDIVIDUAL LISTING IN THE NATIONAL REGISTER

The SHPO considers the following properties to be eligible for individual listing in the National Register of Historic Places. The Dorchester County Survey site number and the historic or common name, if known, are given along with the National Register Criteria for Evaluation (Criterion A, B, or C) and/or Criteria Considerations/Exceptions (indicated with lower case letters "a - g" and providing property type) under which the property qualifies.

| <u>Site #</u> | <u>Name of Property</u> | <u>Criteria/Area of Signif.</u> |
|---------------|-------------------------|---------------------------------|
| 320-1056 | Clayton House | C - Architecture |
| 420-0935 | Badham House, Badham | C - Architecture |

| <u>Site #</u> | <u>Name of Property</u> | <u>Criteria/Area of Signif.</u> |
|---------------|---|--|
| 429-0156 | Cummings Chapel Methodist Church | C - Architecture a - Religious Property |
| 429-0641 | Browning House, Ridgeville | C - Architecture |
| 440-0042 | Westbury House | C - Architecture |
| 440-0760 | Greenleaf School | A - Education, Ethnic Heritage: black; C - Architecture |
| 440-0788 | St. George Methodist Church | C - Architecture a - Religious Property |
| 440-1019 | Texas (Deerfield) Plantation (house) | C - Architecture |
| 491-0859 | Stall House (same as Sam Stall House, previously determined eligible during 106 review of Trolley Road project with original # of 491-0016) | C - Architecture |
| 491-0862 | Jamison-Limehouse House (previously determined eligible during 106 review of Trolley Road project with original # of 491-0018) | A - Agriculture; C - Architecture |
| 496-0221 | St. Stephen's Reformed Episcopal Church, Summerville | C - Architecture |
| 496-0561 | Old Dorchester County Hospital (determined eligible in 1991 before rehabilitation; remains eligible for its historic associations despite additions and alterations) | A - Health/Medicine |

ELIGIBLE COMPLEXES

The following complexes or properties with large acreages are considered eligible for the National Register:

| | | |
|---------------|---|---|
| 219-0096.00 - | | |
| 0096.02 | St. Paul's Campground, Tents & Commissary | A - Social History, C - Architecture a - Religious Property, e - Reconstructed Property |

320-1002.00 -

- 1002.06 Givhans Ferry State Park
 - Bathhouse/Community Building
 - Picnic Shelter #2
 - Workshop
 - Cabins
 - Grave of Mary Ford
 - Edisto/Goose Creek Tunnel, Jahnz Section Shaft
 Head and Intake
 - Givhans Ferry and Bridge Site

A - Entertainment &
Recreation,
Landscape Arch.,
Social History;
C - Architecture &
Engineering
A - Conservation;
B - Francis Beidler

410-1098 Francis Beidler Forest (original 1,783 acres)

EXPANSIONS TO EXISTING HISTORIC DISTRICTS

The following expansions/boundary increases are proposed for the Summerville Historic District, listed in the National Register on May 19, 1976. All are being considered under Criterion C for Architecture.

| <u>Site #</u> | <u>Name of Property</u> |
|---------------|-------------------------|
|---------------|-------------------------|

Along the northern boundary of the district, expand across railroad line to include:

| | |
|----------|--------------------|
| 496-0202 | 117 W. Luke Avenue |
| 496-0203 | 131 W. Luke Avenue |
| 496-0204 | 139 W. Luke Avenue |

Extend boundary line northward along N. Cedar Street to include:

| | |
|----------|---|
| 496-0224 | 214 N. Cedar Street |
| 496-0225 | 208 N. Cedar Street |
| 496-0226 | 211 N. Cedar Street |
| 496-0227 | 213 N. Cedar Street |
| 496-0228 | 130 1st North Street West (Dunning House) |
| 496-0230 | 123 1st North Street West |

Extend the western boundary across Oak Street to include:

| | |
|----------|----------------------------------|
| 496-0582 | 801 West Richardson Avenue |
| 496-0583 | 113 Cypress Street |
| 496-0584 | 116 Oak Street (Prettyman House) |
| 496-0585 | 708 West Richardson Avenue |

Along northern boundary of the district, expand across railroad line to include:

| | |
|----------|--------------------------|
| 496-0205 | 100 North Hickory Street |
| 496-0206 | 509 West Luke Avenue |

Extend east boundary to other side of South Gum Street to include:

| | |
|----------|----------------------------|
| 496-0357 | 301 South Gum Street |
| 496-0303 | 213 South Gum Street |
| 496-0305 | 211 South Gum Street |
| 496-0283 | 301 East Richardson Avenue |
| 496-0284 | 105 South Gum Street |

NOTE: Identification of properties within the current boundaries of the Summerville Historic District on the district map and their respective survey cards as contributing and noncontributing were made by the consultant and do not necessarily reflect the opinion of the State Historic Preservation Office (SHPO) staff. Also, they do not constitute certification for federal income tax credits under the Tax Reform Act of 1986.

PROPERTIES WORTHY OF FURTHER INVESTIGATION

The following list includes historic properties that are worthy of further investigation. Additional information about these properties may qualify or disqualify them for listing in the National Register. We encourage property owners or interested citizens to contact the National Register staff at the S.C. Department of Archives and History with additional information that may be helpful in making this determination.

| <u>Site #</u> | <u>Name of Property</u> |
|-----------------------------|--|
| 219-1097 | Pregnall Forest |
| 410-0103 | Bishop House, Harleyville vicinity |
| 420-0957 | Bank of Reevesville |
| 420-0936 | Davis Boarding House, Badham or between St. George & Reevesville |
| 429-0639 | Way House, Ridgeville |
| 440-0137.00 - 440-137.01 | 5536 Memorial Blvd. and Stable/Carriage House (?), St. George |

Page 5

| | |
|------------|--|
| 440-759.01 | St. George Cemetery Confederate Memorial Gates, St. George |
| 440-0134 | 408 North Parler Ave, St. George |
| 440-0734 | von Lehe House, 108 NW Railroad Ave, St. George |
| 440-0743 | Judy House, 203 May St., St. George |
| 440-0813 | 704 North Parler Ave., St. George |
| 440-0817 | Minus House, 505 North Parler Ave., St. George |

2-11-1997/AWC

13. DATA GAPS

Dorchester County was surveyed in its entirety. Known sites that were inaccessible are included with the compiled inventory and mapped. Site cards without photographs were prepared for those properties.

Although Dorchester County farmers grew rice into the 1930s, no ricefield systems were identified during field work. Remnants of banks and irrigation canals probably exist, and their documentation would be valuable.

14. COMPILED INVENTORY

The compiled inventory of sites is a list of all properties included in the Dorchester County Historic Resources Survey. USGS Topographic Map Code ("Quad"), Site Number, Address and Street, Tax Parcel Number, National Register Status ("Nat Reg"), Historic Name, Type, and Date (or Circa Date) are provided for each property. The list is attached as Appendix Two to this report.

15. RECOMMENDATIONS

* Archaeological Resources

This Dorchester County Historic Resources Survey does not include an archaeological component. There are probably unrecorded archaeological remains, prehistoric or historic, on any tract of land in the South Carolina Lowcountry (although not all should be expected to possess National Register significance). It is not feasible to undertake a general archaeological inventory on the model of an above-ground inventory, so the County and State must be alert to the potential presence of important cultural remains on any property that is proposed for development. This awareness should result in routine pre-screening for areas of sensitivity, so that damage to archaeological resources is avoided by early project planning. Further information about archaeological programs is available from SHPO and from the South Carolina Institute of Archaeology and Anthropology (SCIAA).

* National Register of Historic Places

Owners of properties that have been found eligible for listing in the National Register should be notified of this status by the Planning and Zoning Department or SHPO. They should be encouraged to complete the nominations to have the properties listed in the National Register.

* Summerville Historic District

Besides recommending that the design review process of the Summerville Historic District be extended to the properties proposed for National Register eligibility (individual and as district expansions), the Town of Summerville should consider the following properties for local landmark designation, as a way of extending protection to sites outside the Historic District:

Sites #4960149, 4960175, 4960255, 4960585.

* Public Policy

Every town and county must protect its cultural resources by taking historic sites into account during modernization and economic development. This means considering preservation of historic buildings when deciding matters of land use, zoning and development. The first step toward protecting and revitalizing historic resources is to increase public awareness and appreciation for them.

* Heritage Tourism and South Carolina Heritage Corridor

Tourism shows residents that their surroundings are interesting enough to be chosen as destinations, and validates local pride of place. One benefit of heritage tourism is its economic stimulus for preservation and adaptive reuse of historic properties.

* Local Historic Districts/Landmarks

Dorchester County should develop a program to designate local historic districts and landmarks. The county's landmarks include National Register historic districts and sites. Local landmark designation would recognize communities and individual properties that are not eligible for National Register designation but which are significant within the context of local history.

* Historic Markers

South Carolina Highway Historic Markers have been placed at several locations in Dorchester County. The Planning and Zoning Department should consider erecting additional markers, beginning with the Dorchester County Hospital Building where county offices are located.

ACKNOWLEDGMENTS

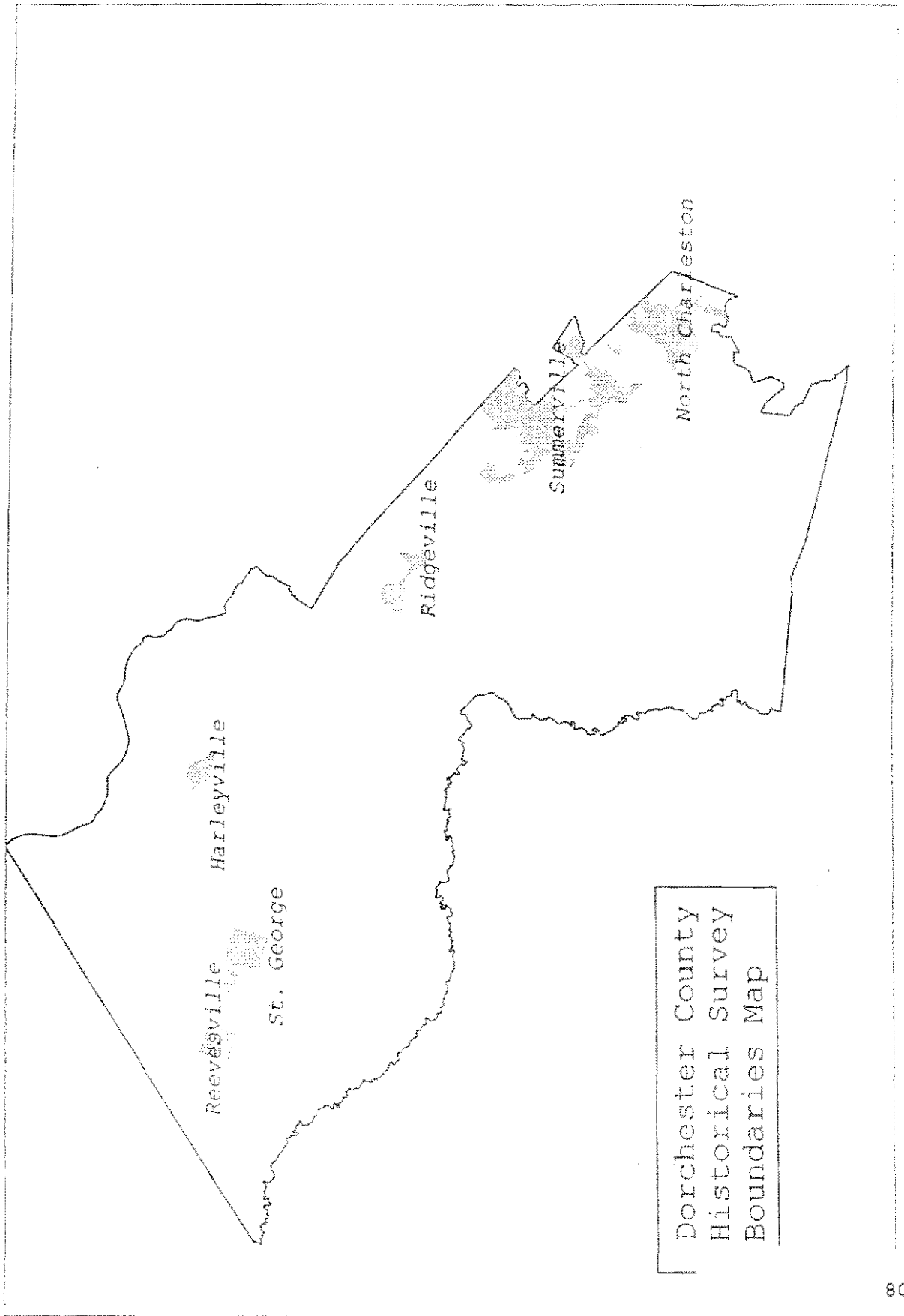
The Dorchester County Historic Resources Survey was supported with technical assistance and financial resources of several organizations and communities:

- * Dorchester County Council.
- * Dorchester County Department of Planning and Zoning.
- * Summerville Town Council.
- * Summerville Department of Planning and Annexation.
- * St. George Town Council.
- * The State Historic Preservation Office (SHPO) of the South Carolina Department of Archives and History.

During the project, several public meetings were held to explain the Dorchester County Historic Resources Survey and request assistance from local residents. These meetings were coordinated by Ms. Kara Kerr and Mr. Wesley H. Birt of the County's Department of Planning and Zoning.

The consultants received generous assistance from several local historians, particularly Mrs. Mattie Lee Browning, Mrs. Lang Foster, Mr. and Mrs. James B. Waring, Mr. Richard J. Minus, Mr. John D. Johnston, Mr. and Mrs. Hugh Parler, Mr. Haskell Parler, Mr. R. Lowndes Bailey, Mr. Lucius H. Brown, Mrs. Peggy Phalen, and Mr. Lloyd Cone.

Appendix One, Map Showing Boundaries of Survey Area



Appendix Two, Compiled Inventory of Sites

Key to National Register Status

| | |
|-----|---|
| NR | Listed in the National Register of Historic Places (may be part of National Register Historic District) |
| AHD | Contributing property to Ashley River Historic District |
| E | Eligible for individual listing in National Register |
| SHD | Within boundary of National Register Summerville Historic District |
| SHe | Within area eligible for expansion of Summerville Historic District |
| WFI | Need further investigation to determine National Register eligibility |

Key to Types

| | |
|-------|--|
| BRG | Bridge |
| BRN | Barn |
| CAB | Cabin/state park or tourist cabins and tents at camp meeting grounds |
| CAN | Mill or boiler for sugar cane or sorghum syrup making |
| CEM | Cemetery |
| CHU | Church |
| COM | Commercial building other than STO |
| COT | Cottage/dependency residence including slave cabin or guest cottage |
| DEP | Depot or other rail station building |
| DUP | Duplex residence |
| FOR | Forest |
| GAR | Garden |
| G-Apt | Garage with apartment |
| GAZ | Gazebo |
| GRN | Greenhouse |
| GTE | Gate |
| HOT | Hotel |
| KIT | Kitchen house |
| LIB | Library |
| LND | Ferry or boat landing |
| MIL | Manufacturing or processing mill |
| OBJ | Object or monument |
| OFF | Office |
| ORC | Orchard of pecan trees |
| PRI | Privy |
| PUB | Public service building |
| REC | Recreational facility |
| SCH | School |
| SCH/G | School gymnasium |
| SFR | Single family residence |
| SFR/I | Single family residence/also inn or boarding house |
| SFR/T | Single family tenant house |
| SIL | Silo |
| SITE | Property without buildings/also ruins |
| SMK | Smokehouse |
| SPG | Spring house |
| STA | Stable |
| STO | Store |
| STO/L | Store with lodge meeting hall |
| STO/R | Store with attached residence |
| TOW | Fire lookout tower |
| UNK | Unknown |
| WAT | Waterworks structure |
| WHS | Warehouse |

| Quad | Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------|---------|---------|--------------------|---------------|-----------------|--------|------------------------------|-------|-------|
| 050 | 917.00 | 127 | Boyd Brown Rd. | 012-00-00-016 | Reevesville vic | | | CAN | 1940c |
| 050 | 917.01 | | Boyd Brown Rd. | 012-00-00-014 | Reevesville vic | | | CAN | 1940c |
| 103 | 117 | 833 | Summer Dr. | 167-00-00-007 | Clubhouse XRoad | | | SFR | 1910c |
| 103 | 119 | 1961 | Summer Dr. | 184-00-00-002 | Clubhouse XRoad | | Sand Hill Methodist Ch. Cem | CEM | 1885c |
| 103 | 120 | | Old Beech Hill Rd. | 148-00-00- | Givhans vic | | Beech Hill Cemetery | CEM | unk |
| 103 | 121 | 171 | Highway 61 | 150-00-00-078 | Givhans vic | | Canaan Methodist Church Cem | CEM | 1870c |
| 103 | 804 | 139 | Faith Ln. | 143-00-00-007 | Knightsville | | Slans Bridge Church Cemetery | CEM | 1894 |
| 103 | 1018 | | Highway 61 | 133-00-00-108 | Givhans vic | | Magnolia Cemetery | CEM | 1940c |
| 103 | 1050 | | Highway 17A | | Clubhouse XRoad | | Shepherd Grove Church Cem | CEM | 1901 |
| 103 | 1087 | | Cane Acre Rd. | 091-00-00- | Clubhouse XRoad | | Waring Cemetery, Pine Hill | CEM | 1749 |
| 103 | 1088 | | Cane Acre Rd. | | Clubhouse XRoad | | | CEM | unk |
| 112 | 118 | | Parkers Ferry Rd. | 183-00-00- | Clubhouse XRoad | | Reeves Cemetery | CEM | 1914 |
| 212 | 31 | | Wire Rd. | 092-00-00- | Grover vic | | Jackson Cemetery | CEM | 1936 |
| 212 | 32 | | Gum Branch Rd. | 093-00-00- | Byrds vic | | Inabinette Cemetery | CEM | 1858 |
| 212 | 126 | | Wire Rd. | 090-00-00-104 | Grover | | | SFR | 1890c |
| 212 | 127 | | Highway 15 S | 090-00-00-023 | Grover | | Grover School | SCH | 1915c |
| 212 | 128 | 1899 | Highway 15 S | 090-00-00-067 | Grover | | | SFR | 1890c |
| 212 | 129 | | Highway 15 S | 080-00-00-062 | Grover vic | | Westbury Cemetery | CEM | 1859c |
| 212 | 1021 | | Wire Rd. | 092-00-00-055 | Grover vic | | St. Matthews Baptist Church | CHU | 1890c |
| 212 | 1022 | 429 | Old Bell Rd. | 080-00-00-036 | Grover vic | | | SFR | 1920c |
| 212 | 1023 | | Wire Rd. | 091-00-00-057 | Grover vic | | Murray Cemetery | CEM | 1860c |
| 212 | 1024 | 2821 | Wire Rd. | 091-00-00-058 | Grover vic | | | SFR | 1935c |
| 212 | 1025 | 2847 | Wire Rd. | 091-00-00-122 | Grover vic | | | SFR | 1940c |
| 212 | 1026 | 2928 | Wire Rd. | 091-00-00-065 | Grover vic | | | SFR | 1935c |
| 212 | 1027 | 2974 | Wire Rd. | 091-00-00-119 | Grover vic | | | SFR | 1915c |
| 212 | 1028 | | Wire Rd. | 091-00-00-071 | Grover vic | | Harbeson Cemetery | CEM | 1901 |
| 212 | 1029 | 3106 | Wire Rd. | 091-00-00-035 | Grover vic | | | SFR | 1925c |
| 212 | 1030 | 3123 | Wire Rd. | 091-00-00-019 | Grover vic | | | SFR | 1935c |
| 212 | 1031 | 3273 | Wire Rd. | 090-00-00-073 | Grover | | | SFR | 1875c |
| 212 | 1032 | | Highway 15 S | 101-00-00- | Grover vic | | Jerusalem Church Cemetery | CEM | unk |
| 212 | 1033.00 | | Highway 15 S | 090-00-00-086 | Grover vic | | St. Luke School | SCH | 1937c |
| 212 | 1033.01 | | Highway 15 S | 090-00-00-086 | Grover vic | | St. Luke Methodist Ch. Cem | CEM | 1900c |
| 212 | 1034 | | Garrett Hill Dr. | 090-00-00-083 | Grover vic | | Utsey Cemetery | CEM | 1831 |
| 212 | 1035 | 1959 | Highway 15 S | 090-00-00-080 | Grover | | Utsey's Service Station | COM | 1925c |
| 212 | 1036 | 1935 | Highway 15 S | 090-00-00-072 | Grover | | | SFR | 1900c |
| 212 | 1037 | 360 | Bluebird Tr. | 091-00-00-029 | Grover vic | | | SFR | 1915c |
| 212 | 1038 | | Old Bell Rd. | 080-00-00- | Grover vic | | Seigler Cemetery | CEM | 1915c |
| 212 | 1039 | 414 | Bluebird Tr. | 080-00-00-035 | Grover vic | | | SFR | 1910c |
| 212 | 1043 | | 2nd Texas Rd. | 081-00-00-061 | St. George vic | | St. Mark/Britt Cemetery | CEM | 1880c |
| 212 | 1044 | | Old Bell Rd. | 080-00-00- | Grover vic | | Shieder Cemetery | CEM | 1887 |
| 212 | 1045 | | Old Bell Rd. | 092-00-00- | Grover vic | | Fewox Cemetery | CEM | 1897 |
| 212 | 1046 | | Old Bell Rd. | 092-00-00-056 | Grover vic | | Shieder Cemetery | CEM | 1883 |
| 212 | 1086 | | Wire Rd. | 090-00-00-133 | Grover vic | | Murray Cemetery | CEM | 1815c |
| 219 | 23 | | Highway 78 | 075-13-05-04 | Dorchester | | Moorer's Store | STO | 1938 |
| 219 | 26 | | First Bend Rd. | 038-00-00- | Harleyville vic | | Moorer Cemetery | CEM | 1837c |
| 219 | 28 | | Highway 178 | 025-00-00- | Harleyville vic | | Parler Cemetery | CEM | 1848 |
| 219 | 72 | | Sandridge Rd. | 084-00-00-042 | Dorchester vic | | | SFR/T | 1915c |
| 219 | 73 | 217 | Railway Dr. | 084-00-00-004 | Dorchester | | | SFR | 1910c |
| 219 | 76 | 149 | Railway Dr. | 084-00-00-046 | Dorchester | | | SFR | 1910c |
| 219 | 77 | 139 | Railway Dr. | 084-00-00-034 | Dorchester | | | SFR | 1905c |
| 219 | 78.00 | | Railway Dr. | 078-00-00-020 | Dorchester | | Clayton House | SFR | 1930c |
| 219 | 78.01 | | Railway Dr. | 078-00-00-020 | Dorchester | | Clayton's Grocery | STO | 1935c |
| 219 | 79 | | Seven Mile Rd. | 024-00-00-135 | Harleyville vic | | Infinger House | SFR | 1910c |
| 219 | 80 | | Hillview Ln. | 037-00-00-032 | Harleyville vic | | Bowman Cemetery | CEM | 1869 |
| 219 | 82 | 124 | Anderson Way | 026-00-00-082 | Harleyville vic | | Anderson House | SFR | 1945c |
| 219 | 83 | 1175 | First Bend Rd. | 027-00-00-028 | Harleyville vic | | Parker House | SFR | 1915c |
| 219 | 84 | 182 | Bell Farm Rd. | 027-00-00-065 | Harleyville vic | | Bell House | SFR | 1888c |
| 219 | 85 | 987 | Second Bend Rd. | 038-00-00-001 | Harleyville vic | | Hilton House | SFR | 1931c |
| 219 | 86 | 909 | Second Bend Rd. | 038-00-00-084 | Harleyville vic | | Parker House | SFR | 1915c |
| 219 | 87 | 347 | Taylor Pond Rd. | 050-00-00-030 | Harleyville vic | | | SFR | 1880c |
| 219 | 88 | | Sand Hill Rd. | 075-00-00-042 | Dorchester | | Dorchester Cemetery | CEM | 1870 |
| 219 | 89.00 | 139 | School House Rd. | 075-13-02-005 | Dorchester | | Pendarvis House | SFR | 1925c |
| 219 | 89.01 | 139 | School House Rd. | 075-13-02-005 | Dorchester | | Pendarvis Store | STO | 1925c |
| 219 | 90 | 2584 | Highway 78 | 075-13-02-002 | Dorchester | | | SFR | 1900c |

| <u>Quad Site</u> | <u>Address</u> | <u>Street</u> | <u>Tax Map #</u> | <u>Town</u> | <u>MatReg</u> | <u>Name</u> | <u>Type</u> | <u>Date</u> |
|------------------|----------------|-------------------|------------------|-------------------|---------------|-----------------------------|-------------|-------------|
| 219 91 | | Weathers Dr. | 060-00-00-010 | Pregnall vic | | Byrd Cemetery | CEM | 1860 |
| 219 92 | 883 | W. Main St. | 024-00-00-099 | Harleyville vic | | Hussey House | SFR | 1915c |
| 219 93 | | Infinity Dr. | 075-00-00-045 | Dorchester vic | | Dorchester Cemetery | CEM | 1870c |
| 219 94 | 857 | Second Bend Rd. | 038-00-00-039 | Harleyville vic | | Parker House | SFR | 1915c |
| 219 96.00 | 940 | St. Paul Rd. | 047-00-00-082 | Harleyville vic E | | St. Paul AME Tabernacle | CHU | 1980c |
| 219 96.01 | 940 | St. Paul Rd. | 047-00-00-082 | Harleyville vic E | | St. Paul Campground, Tents | CAB | unk |
| 219 96.02 | 940 | St. Paul Rd. | 047-00-00-082 | Harleyville vic E | | St. Paul Campground Store | STO | unk |
| 219 100 | | Highway 178 | 024-00-00-062 | Harleyville vic | | | SFR | 1940c |
| 219 101 | 842 | Highway 178 | 024-00-00-044 | Harleyville vic | | | SFR | 1875c |
| 219 145 | 967 | W. Main St. | 027-00-00-070 | Harleyville vic | | Pendarvis House | SFR | 1905c |
| 219 662 | 308 | E. Main St. | 036-00-00-128 | Harleyville | | | SFR | 1940c |
| 219 663 | 305 | E. Main St. | 036-00-00-115 | Harleyville | | | SFR | 1915c |
| 219 665 | 289 | E. Main St. | 036-00-00-116 | Harleyville | | Methodist Parsonage | SFR | 1915 |
| 219 666.00 | | S. Railroad Ave. | 036-11-05-012 | Harleyville | | Harleyville School | SCH | 1937c |
| 219 666.01 | | S. Railroad Ave. | 036-11-05-012 | Harleyville | | Harleyville School Gym | SCH/G | 1937c |
| 219 667 | 171 | John St. | 036-11-07-001 | Harleyville | | | SFR | 1942c |
| 219 668 | 176 | S. Railroad Ave. | 036-11-02-017 | Harleyville | | Mims House | SFR | 1930c |
| 219 669.00 | 207 | S. Railroad Ave. | 036-00-00-041 | Harleyville | | Creighton House | SFR | 1890c |
| 219 669.01 | 207 | S. Railroad Ave. | 036-00-00-041 | Harleyville | | | KIT | 1890c |
| 219 670 | | S. Railroad Ave. | 048-00-00-023 | Harleyville vic | | Harleyville Cemetery | CEM | 1905c |
| 219 671 | | Waymer St. | 036-11-02-014 | Harleyville | | Johnson House | SFR | 1935c |
| 219 672 | 136 | Hill St. | 036-11-03-005 | Harleyville | | | SFR | 1935c |
| 219 673 | 112 | Judge St. | 036-07-04-030 | Harleyville | | Hussey House | SFR | 1915c |
| 219 674 | 147 | Kate St. | 036-07-04-013 | Harleyville | | Bell House | SFR | 1885c |
| 219 675 | 131 | Kate St. | 036-07-04-006 | Harleyville | | | SFR | 1925c |
| 219 676.00 | 104 | W. Main St. | 036-07-04-008 | Harleyville | | Pearcy-Utsey House | SFR | 18900c |
| 219 676.01 | 104 | W. Main St. | 036-07-04-008 | Harleyville | | Harleyville Post Office | PUB | 1931 |
| 219 677 | 114 | Bowman St. | 036-07-04-014 | Harleyville | | Utsey House | SFR | 1905c |
| 219 678 | 118 | Bowman St. | 036-07-04-002 | Harleyville | | Harleyville School | SCH | 1898c |
| 219 679 | 140 | W. Main St. | 036-07-04-037 | Harleyville | | Moorer House | SFR | 1890c |
| 219 680 | 144 | W. Main St. | 036-07-04-036 | Harleyville | | Westbury House | SFR | 1915c |
| 219 681 | 133 | W. Main St. | 036-11-02-005 | Harleyville | | Parler House | SFR | 1880c |
| 219 682 | 125 | W. Main St. | 036-11-02-006 | Harleyville | | Murray House | SFR | 1910c |
| 219 683 | 111-113 | W. Main St. | 036-11-02-030 | Harleyville | | Westbury Hdwe. | STO | 1915c |
| 219 684 | 107-109 | W. Main St. | 036-11-02-030 | Harleyville | | Westbury Bldg. | STO | 1910c |
| 219 685 | 120 | W. Main St. | 036-11-05-001 | Harleyville | | Dotson House | SFR | 1898c |
| 219 686 | 156 | E. Main St. | 036-12-03-008 | Harleyville | | Quattlebaum House | SFR | 1910c |
| 219 687 | 167 | E. Main St. | 036-12-02-002 | Harleyville | | | SFR | 1915c |
| 219 688 | 179 | E. Main St. | 036-12-02-012 | Harleyville | | Hilton House | SFR | 1911 |
| 219 689 | 224 | E. Main St. | 036-12-03-017 | Harleyville | | Knight House | SFR | 1915c |
| 219 690 | 217 | E. Main St. | 036-00-00-062 | Harleyville | | Baker House | SFR | 1920c |
| 219 691 | 229 | E. Main St. | 036-00-00-064 | Harleyville | | | SFR | 1925c |
| 219 692 | 257 | E. Main St. | 036-00-00-067 | Harleyville | | | SFR | 1915c |
| 219 693 | 153 | W. Main St. | 036-11-02-003 | Harleyville | | | SFR | 1910c |
| 219 694 | 161 | W. Main St. | 036-11-02-006 | Harleyville | | Utsey's Store | STO | 1925c |
| 219 695 | 164 | W. Main St. | 036-07-04-033 | Harleyville | | Murray House | SFR | 1899c |
| 219 696 | 178 | W. Main St. | 036-07-01-010 | Harleyville | | Hutto House | SFR | 1910c |
| 219 697 | 186 | W. Main St. | 036-07-01-007 | Harleyville | | | SFR | 1915c |
| 219 698 | 200 | W. Main St. | 036-07-01-002 | Harleyville | | | SFR | 1915c |
| 219 699 | 289 | W. Main St. | 036-00-00- | Harleyville | | Bair House | SFR | 1925c |
| 219 700 | | Highway 78 | 074-16-00-005 | Dorchester | | Way Store; Dorchester P. O. | STO | 1915c |
| 219 701 | 2612 | Highway 78 | 074-16-00-005 | Dorchester | | Way-Clayton House | SFR | 1905c |
| 219 702 | 2604 | Highway 78 | 075-13-01-003 | Dorchester | | | SFR | 1910c |
| 219 703 | 586 | Limestone Rd. | 075-13-04-005 | Dorchester vic | | | SFR | 1920c |
| 219 704 | | Limestone Rd. | 075-00-00-083 | Dorchester vic | | DeLee Cemetery | CEM | 1945c |
| 219 705 | 2730 | Highway 78 | 074-00-00- | Dorchester vic | | | SFR | 1925c |
| 219 706.00 | 148 | Smoak Rd. | 073-00-00-002 | Pregnall vic | | Pregnall School | SCH | 1940c |
| 219 706.01 | 148 | Smoak Rd. | 073-00-00-002 | Pregnall | | Pregnall Methodist Ch. Cem | CEM | 1871c |
| 219 707 | 125 | Old Sandridge Rd. | 073-00-00-031 | Pregnall vic | | | SFR | 1940c |
| 219 708 | 3800 | Highway 78 | 073-00-00-024 | Pregnall vic | | | SFR | 1930c |
| 219 1073 | 1158 | Short Cut Rd. | 060-00-00-083 | Pregnall vic | | Weathers House | SFR | 1900c |
| 219 1074 | 1099 | Short Cut Rd. | 060-00-00-016 | Pregnall vic | | Weathers House | SFR | 1905c |
| 219 1075 | 1052 | Short Cut Rd. | 060-00-00-043 | Pregnall vic | | Weathers House | SFR | 1902 |
| 219 1080 | | Old Sandridge Rd. | 074-00-00-001 | Pregnall vic | | Moorer-Flickling Cemetery | CEM | 1856 |

| Quad | Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------|---------|---------|--------------------|---------------|-----------------|--------|-----------------------------|------|---------|
| 219 | 1083 | | Short Cut Rd. | | Harleyville vic | | Canaday Cemetery | CEM | 1875c |
| 219 | 1092 | | Seven Mile Rd. | 024-00-00- | Harleyville vic | | Infinger Cemetery | CEM | unk |
| 219 | 1097 | | Highway 78 | | Pregnall | WFI | Pregnall Forest | FOR | 1925 |
| 233 | 29 | | Seven Mile Rd. | 015-00-00- | Rosinville vic | | Spring Branch Cemetery | CEM | 1827 |
| 248 | 1090 | | Parkers Ferry Rd. | 191-00-00-019 | Ravenel vic | | Parkers Ferry Landing | LND | unk |
| 320 | 71 | 361 | Sandridge Rd. | 094-00-00-017 | Dorchester vic | | St. John Methodist Ch. Cem | CEM | 1907c |
| 320 | 74 | | Pendarvis Cir. | 085-00-00-016 | Dorchester vic | | Pendarvis House | SFR | 1890c |
| 320 | 75 | 386 | Zion Rd. | 085-00-00-014 | Dorchester vic | | | SFR | 1920c |
| 320 | 150 | | Givhans Ferry Rd. | 125-00-00-027 | Givhans vic | | Johnson Cemetery | CEM | 1949c |
| 320 | 151.00 | 1149 | Zion Rd. | 106-00-00-040 | Dorchester vic | | Zion Methodist Church | CHU | 1913 |
| 320 | 151.01 | 1149 | Zion Rd. | 106-00-00-040 | Dorchester vic | | Zion Methodist Ch. Cemetery | CEM | 1859 |
| 320 | 152 | 1034 | Zion Rd. | 106-00-00-044 | Dorchester vic | | | SFR | 1900c |
| 320 | 153 | | Zion Rd. | 106-00-00- | Dorchester vic | | | SFR | 1910c |
| 320 | 822.00 | | Wire Rd. | 105-00-00-060 | Dorchester vic | | Clark House | SFR | 1915c |
| 320 | 822.01 | | Wire Rd. | 105-00-00-060 | Dorchester vic | | | SFR | 1890c |
| 320 | 1002.00 | | Givhans Ferry Rd. | 125-00-00-001 | Givhans vic | E | Givhans Ferry St Pk Bathhse | REC | 1936 |
| 320 | 1002.01 | | Givhans Ferry Rd. | 125-00-00-001 | Givhans vic | E | Givhans Ferry St Pk Picnic | REC | 1936-37 |
| 320 | 1002.02 | | Givhans Ferry Rd. | 125-00-00-001 | Givhans vic | E | Givhans Ferry St Pk Cabins | CAB | 1936-37 |
| 320 | 1002.03 | | Givhans Ferry Rd. | 125-00-00-001 | Givhans vic | E | Givhans Ferry St Pk Shop | BRN | 1936 |
| 320 | 1002.04 | | Givhans Ferry Rd. | 125-00-00-001 | Givhans vic | E | Mary E. Ford Grave | CEM | 1818 |
| 320 | 1002.05 | | Givhans Ferry Rd. | 125-00-00-001 | Givhans vic | E | Edisto-Goose Creek Tunnel | WAT | 1928 |
| 320 | 1002.06 | | Givhans Ferry Rd. | 125-00-00-001 | Givhans vic | E | Givhans Ferry Bridge/Perry | LND | unk |
| 320 | 1003 | | Rice Rd. | 140-00-00-019 | Givhans vic | | Enoch Cemetery | CEM | 1928c |
| 320 | 1056 | 845 | Wire Rd. | 116-00-00-002 | Grover vic | | Clayton House | SFR | 1850c |
| 320 | 1057 | | Fisk Rd. | 104-00-00-019 | Grover vic | | Rumph Cemetery | CEM | 1886 |
| 320 | 1059.00 | 1533 | Zion Rd. | 106-00-00-025 | Dorchester vic | | Stephens House | SFR | 1930c |
| 320 | 1059.01 | 1533 | Zion Rd. | 106-00-00-025 | Dorchester vic | | Stephens Grocery | STO | 1937c |
| 320 | 1060 | | Zion Rd. | 106-00-00-011 | Dorchester vic | | Stephens House | SFR | 1920c |
| 320 | 1061 | 1717 | Zion Rd. | 105-00-00-034 | Dorchester vic | | | SFR | 1890c |
| 320 | 1062 | 317 | Marion Rd. | 105-00-00-005 | Dorchester vic | | | SFR | 1890c |
| 378 | 112 | | Highway 165 | 198-00-00-008 | Delemars | | Delemars School | SCH | 1921c |
| 378 | 113 | 7760 | Highway 165 | 194-00-00-024 | Delemars vic | | | SFR | 1925c |
| 378 | 114 | 7790 | Highway 165 | 194-00-00- | Delemars vic | | | SFR | 1920c |
| 410 | 81 | 1972 | First Bend Rd. | 050-00-00-003 | Harleyville vic | | Mims House | SFR | 1890c |
| 410 | 98 | 189 | Mims Rd. | 050-00-00-099 | Harleyville vic | | Mims House | SFR | 1910c |
| 410 | 102.00 | 1163 | Beidler Forest Rd. | 050-00-00-004 | Harleyville vic | | Bethel Methodist Church | CHU | 1913-14 |
| 410 | 102.01 | 1163 | Beidler Forest Rd. | 050-00-00-004 | Harleyville vic | | Bethel Methodist Church Cem | CEM | 1850 |
| 410 | 103 | 1823 | First Bend Rd. | 038-00-00-076 | Harleyville vic | WFI | Bishop House | SFR | 1876 |
| 410 | 141 | 1890 | Highway 178 | 075-00-00-058 | Dorchester vic | | Limestone Baptist Ch. Cem | CEM | 1900c |
| 410 | 142 | | Highway 178 | 075-00-00-140 | Dorchester vic | | Old Harley Cemetery | CEM | 1867c |
| 410 | 143 | 2119 | Highway 178 | 076-00-00-018 | Dorchester vic | | Hilton House | SFR | 1910c |
| 410 | 144 | | Highway 78 | 076-00-00-007 | Dorchester vic | | Four Holes Bridge Monument | OBJ | 1928 |
| 410 | 1002 | | Seven Mile Rd. | | Dorchester vic | | Brownlee Cemetery | CEM | 1845 |
| 410 | 1098 | | Sanctuary Rd. | 039-00-00-001 | Harleyville vic | E | Beidler Forest | FOR | unk |
| 417 | 109 | | County Line Rd. | 200-00-00- | Delemars vic | | Bulow Landing | LND | unk |
| 417 | 110 | 5945 | County Line Rd. | 200-00-00-020 | Delemars vic | | Sauldam Baptist Ch. Cem | CEM | 1850c |
| 417 | 111 | | Ashley Ln. | 200-00-00- | Delemars vic | | | SFR | 1900c |
| 420 | 1.00 | | Wire Rd. | 078-00-00-016 | Reevesville vic | NR | Appleby's Methodist Church | CHU | 1845c |
| 420 | 1.01 | | Wire Rd. | 078-00-00-016 | Reevesville vic | NR | Appleby Methodist Chur. Cem | CEM | 1867c |
| 420 | 6.00 | | Wire Rd. | 078-00-00-013 | Grover vic | NR | Carroll Place; Koger House | SFR | 1820c |
| 420 | 6.01 | | Wire Rd. | 072-00-00-013 | Grover vic | NR | Koger Graves | CEM | 1837 |
| 420 | 125 | 1359 | Quaker Rd. | 069-00-00-038 | St. George vic | | St. Peter Methodist Ch. Cem | CEM | 1905c |
| 420 | 887 | | Wire Rd. | 054-00-00-009 | Dorange vic | | May Cemetery | CEM | 1850 |
| 420 | 888.00 | | Mason Dr. | 041-00-00-017 | Dorange vic | | | SFR | 1940c |
| 420 | 888.01 | | Mason Dr. | 041-00-00-017 | Dorange vic | | | SMK | 1910c |
| 420 | 889 | | Durhams Corner Rd. | 042-00-00-005 | Dorange vic | | | SFR | 1900c |
| 420 | 890 | | McAlhany Rd. | 042-00-00-026 | Dorange vic | | Jericho Baptist Church Cem | CEM | 1900c |
| 420 | 891 | 355 | Beulah Church Rd. | 055-00-00-046 | Dorange vic | | | SFR | 1890c |
| 420 | 892 | | Wire Rd. | 066-00-00-001 | Dorange vic | | Beulah Cemetery | CEM | 1903 |
| 420 | 893 | 353 | Maple Branch Rd. | 067-00-00-052 | Reevesville vic | | Greenville Methodist Ch Cem | CEM | 1900c |
| 420 | 894 | | Hagerman Rd. | 077-00-00-011 | Reevesville vic | | Hagerman Cemetery | CEM | 1838c |
| 420 | 895 | 70 | Camellia Rd. | 056-00-00-047 | Reevesville vic | | | SFR | 1935c |
| 420 | 896 | | Cross Creek Rd. | 056-00-00-037 | Reevesville vic | | | SFR | 1910c |
| 420 | 897 | 573 | Cross Creek Rd. | 056-00-00-035 | Reevesville vic | | | SFR | 1905c |

| Quad | Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------|--------|---------|--------------------|---------------|-----------------|--------|-----------------------------|-------|-------|
| 420 | 898 | 224 | Whitestone Church | 056-00-00-015 | Reevesville vic | | Whitestone Baptist Ch. Cem | CEM | 1910c |
| 420 | 899 | | Bird Pond Rd. | 056-00-00-057 | Reevesville vic | | New Heaton Cemetery | CEM | 1944c |
| 420 | 900 | 264 | Heaton Rd. | 043-00-00-015 | Reevesville vic | | | SFR | 1910c |
| 420 | 901.00 | | Nursery Rd. | 042-00-00-052 | Reevesville vic | | | SFR | 1890c |
| 420 | 901.01 | | Nursery Rd. | 042-00-00-050 | Reevesville vic | | | SFR | unk |
| 420 | 902 | | Criptfoot Rd. | 031-00-00-043 | Reevesville vic | | | SFR | 1890c |
| 420 | 903 | | Whetsell St. | 043-03-00-017 | Reevesville | | Magnolia Cemetery | CEM | 1911 |
| 420 | 904 | 415 | Whetsell St. | 043-00-00-025 | Reevesville | | | SFR | 1870c |
| 420 | 905 | | Church St. | 043-03-00-015 | Reevesville | | Reevesville Meth. Chur. Cem | CEM | 1888c |
| 420 | 906 | 106 | Church St. | 043-03-00-012 | Reevesville | | | SFR | 1890c |
| 420 | 907 | 104 | Church St. | 043-03-00-020 | Reevesville | | | SFR | 1880c |
| 420 | 908 | 102 | Church St. | 043-03-00-021 | Reevesville | | | STO/R | 1910c |
| 420 | 909 | 101 | Reeves St. | 031-15-00-059 | Reevesville | | | SFR | 1890c |
| 420 | 910 | 211 | Reeves St. | 043-00-00-002 | Reevesville | | | DUP | 1920c |
| 420 | 911 | 105 | Reeves St. | 031-15-00-062 | Reevesville | | | SFR | 1925c |
| 420 | 912 | 106 | Reeves St. | 043-03-00-022 | Reevesville | | | SFR | 1915c |
| 420 | 913 | | Wimberly Dairy Rd. | 020-00-00-075 | Reevesville vic | | | SFR | 1910c |
| 420 | 914 | 3282 | Reevesville Rd. | 020-00-00-072 | Reevesville vic | | | SFR | 1880c |
| 420 | 915 | 3208 | Reevesville Rd. | 011-00-00-013 | Reevesville vic | | | SFR | 1900c |
| 420 | 916 | | Reevesville Rd. | 020-00-00-071 | Reevesville vic | | | SFR/T | 1900c |
| 420 | 920 | 1059 | St. Mark Bowman | 021-00-00-099 | Reevesville vic | | | SFR | 1905c |
| 420 | 922 | 781 | Durhams Corner Rd. | 029-00-00-008 | Dorance | | | SFR | 1935c |
| 420 | 923 | 772 | Durhams Corner Rd. | 029-00-00-009 | Dorance | | | SFR | unk |
| 420 | 924 | 141 | Kizer Hill Ln. | 030-00-00-012 | Dorance vic | | | SFR | 1890c |
| 420 | 925 | 7854 | Dorance Rd. | 030-00-00-100 | Dorance vic | | Reeves House | SFR | 1935c |
| 420 | 926 | | Independent School | 030-00-00-068 | Reevesville vic | | Bryant Cemetery | CEM | 1860 |
| 420 | 927 | 621 | Friendship Rd. | 057-00-00-053 | Reevesville vic | | | SFR | 1890c |
| 420 | 928 | 602 | Friendship Rd. | 057-00-00-051 | Reevesville vic | | | SFR | 1915c |
| 420 | 940 | | Main St. | 031-15-00-028 | Reevesville | | | SFR | 1915c |
| 420 | 941 | 106 | Main St. | 031-15-00-050 | Reevesville | | | SFR | 1920c |
| 420 | 942 | 111 | Main St. | 031-15-00-042 | Reevesville | | | SFR | 1880c |
| 420 | 943 | 405 | Johnston Ave. | 031-15-00-058 | Reevesville | | | SFR | 1910c |
| 420 | 944 | | Johnston Ave. | 031-15-00-042 | Reevesville | | | SFR | 1910c |
| 420 | 945 | 245 | Johnston Ave. | 031-15-00-039 | Reevesville | | | SFR | 1925c |
| 420 | 946 | | Rigby St | 031-15-00-053 | Reevesville | | Reevesville School | SCH | 1937c |
| 420 | 947 | | Johnston Ave. | 031-15-00-009 | Reevesville | | | SFR | 1895c |
| 420 | 948.00 | 401 | Rigby St. | 031-15-00-018 | Reevesville | | | SFR | 1900c |
| 420 | 948.01 | 401 | Rigby St. | 031-15-00-018 | Reevesville | | | OFF | 1925c |
| 420 | 949 | 421 | Rigby St. | 031-00-00-007 | Reevesville | | | SFR | 1930c |
| 420 | 950 | | Rigby St. | 031-15-00-047 | Reevesville | | Reevesville Baptist Ch. Cem | CEM | 1835c |
| 420 | 951 | 320 | Rigby St. | 031-15-00-021 | Reevesville | | | SFR | 1895c |
| 420 | 952 | | Johnston Ave. | 031-16-00-007 | Reevesville | | St. Matthews Baptist Church | CEM | unk |
| 420 | 953 | 219 | Rigby St. | 031-15-00-054 | Reevesville | | | SFR | 1915c |
| 420 | 954 | 213 | Rigby St. | 031-15-00-054 | Reevesville | | | SFR | 1935c |
| 420 | 955 | 201 | Rigby St. | 031-15-00-010 | Reevesville | | | SFR | 1880c |
| 420 | 956 | | Rigby St. | 031-15-00-045 | Reevesville | | Rigby Building | STO | 1930c |
| 420 | 957 | 109 | Rigby St. | 031-15-00-011 | Reevesville | | WFI Bank of Reevesville | COM | 1910c |
| 420 | 958 | 107 | Rigby St. | 031-15-00-011 | Reevesville | | Street House | SFR | 1910c |
| 420 | 959 | | Rigby St. | 031-15-00-011 | Reevesville | | Reevesville Depot | DEP | 1925c |
| 420 | 960 | 103 | Rigby St. | 031-15-00-011 | Reevesville | | | STO | 1915c |
| 420 | 961 | | Main St. | 031-15-00-052 | Reevesville | | | COM | 1920c |
| 420 | 962 | 114 | Railroad Ave. | 031-15-00-040 | Reevesville | | | SFR | 1890c |
| 420 | 963 | 108 | Railroad Ave. | 031-15-00-045 | Reevesville | | | SFR | 1890c |
| 420 | 964 | | Sauls Branch Rd. | 068-00-00-018 | Reevesville vic | | | SFR | 1905c |
| 420 | 965 | | Cross Creek Rd. | 056-00-00-036 | Reevesville vic | | | SFR | 1915c |
| 420 | 966 | 714 | Maple Branch Rd. | 056-00-00-024 | Reevesville vic | | | SFR | 1930c |
| 420 | 967 | 598 | Maple Branch Rd. | 056-00-00-009 | Reevesville vic | | | SFR | 1930c |
| 420 | 968 | 490 | Maple Branch Rd. | 068-00-00-072 | Reevesville vic | | Frailix House | SFR | 1939 |
| 420 | 969 | 424 | Maple Branch Rd. | 068-00-00-001 | Reevesville vic | | | SFR | 1910c |
| 420 | 1001 | | Maple Branch Rd. | 068-00-00-007 | Reevesville vic | | Heaton Cemetery | CEM | 1830c |
| 420 | 1079 | | Wire Rd. | | Reevesville vic | | Bair Cemetery | CEM | 1830c |
| 429 | 2.00 | | Wagon Trail Rd. | 099-00-00-082 | Ridgeville vic | NR | Cypress Campground Tabernac | CHU | 1800a |
| 429 | 2.01 | | Wagon Trail Rd. | 099-00-00-082 | Ridgeville vic | NR | Cypress Campground, Tents | CAB | unk |
| 429 | 2.02 | | Wagon Trail Rd. | 099-00-00-082 | Ridgeville vic | NR | Cypress Methodist Chur. Cem | CEM | 1800c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------------|---------|------------------|---------------|----------------|--------|----------------------------|-------|-------|
| 429 154 | 676 | Ridge Rd. | 108-00-00-044 | Ridgeville vic | | | SFR | 1915c |
| 429 155 | 799 | Ridge Rd. | 107-00-00-019 | Ridgeville vic | | | SFR | 1935 |
| 429 156.00 | | Cummings Chapel | 107-00-00-018 | Ridgeville vic | E | Cummings Chapel | CHU | 1881c |
| 429 156.01 | | Cummings Chapel | 107-00-00-018 | Ridgeville vic | | Cummings Chapel Cemetery | CEM | 1885c |
| 429 157 | | Peace Ln. | 126-00-00-050 | Givhans vic | | | CEM | unk |
| 429 158 | 1625 | Givhans Rd. | 133-00-00-005 | Givhans vic | | | SFR | 1925c |
| 429 159 | 1419 | Highway 61 | 133-00-00-046 | Givhans | | | SFR | 1935c |
| 429 160 | 1331 | Highway 61 | 141-00-00-022 | Givhans | | | SFR | 1935c |
| 429 610 | 105 | School St. | 098-00-00-105 | Ridgeville | | Ridgeville School | SCH | 1934 |
| 429 611 | 134 | Owens Dr. | 098-00-00-106 | Ridgeville | | | SFR | 1930c |
| 429 612 | 132 | N. Main St. | 098-13-01-013 | Ridgeville | | | SFR | 1920c |
| 429 613 | 138 | N. Main St. | 098-13-01-012 | Ridgeville | | | SFR | 1925c |
| 429 614 | 149 | N. Main St. | 098-13-03-005 | Ridgeville | | | SFR | 1910c |
| 429 615 | | N. Main St. | 098-13-03-009 | Ridgeville | | | SFR | 1900c |
| 429 616 | | N. Main St. | 098-13-01-010 | Ridgeville | | Ridgeville Baptist Church | CHU | 1946 |
| 429 617 | 167 | N. Main St. | 098-13-04-001 | Ridgeville | | | SFR | 1935c |
| 429 618 | 176 | N. Main St. | 098-13-01-007 | Ridgeville | | Tucker's Hotel | SFR/I | 1880c |
| 429 619 | 183 | N. Main St. | 098-13-04-005 | Ridgeville | | | DUP | 1900c |
| 429 620.00 | | N. Main St. | 098-13-04-007 | Ridgeville | | | SFR | 1900c |
| 429 620.01 | | N. Main St. | 098-13-04-007 | Ridgeville | | | STO | 1910c |
| 429 621 | 124 | N. Main St. | 098-13-01-005 | Ridgeville | | | SFR | 1900c |
| 429 622 | 118 | N. Railroad Ave. | 098-13-01-005 | Ridgeville | | Ridgeville P.O. | PUB | 1920c |
| 429 623 | 211 | Church St. | 098-13-05-009 | Ridgeville | | | SFR | 1905c |
| 429 624 | | Church St. | 098-13-04-007 | Ridgeville | | | SFR | 1905c |
| 429 625 | 209 | Church St. | 098-13-05-008 | Ridgeville | | | SFR | 1890c |
| 429 626 | 202 | Church St. | 098-13-04-004 | Ridgeville | | | SFR | 1920c |
| 429 627 | 196 | Church St. | 098-13-04-002 | Ridgeville | | | SFR | 1920c |
| 429 628 | 203 | Church St. | 098-13-05-006 | Ridgeville | | Thrower House | SFR | 1880c |
| 429 629 | 201 | Church St. | 098-13-05-007 | Ridgeville | | Reeves House | SFR | 1940c |
| 429 630 | 193 | Church St. | 098-13-05-005 | Ridgeville | | Methodist Parsonage | SFR | 1885c |
| 429 631 | 186 | Church St. | 098-13-03-008 | Ridgeville | | | SFR | 1910c |
| 429 632 | 150 | N. Railroad Ave. | 098-13-01-001 | Ridgeville | | Hargrove House | SFR | 1910c |
| 429 633 | 208 | N. Railroad Ave. | 098-00-00-003 | Ridgeville | | | SFR | 1920c |
| 429 634 | 137 | Mill St. | 097-16-04-012 | Ridgeville | | Browning House | SFR | 1935 |
| 429 635 | | S. Main St. | 097-16-05-005 | Ridgeville | | Mt. Tabor Methodist Church | CHU | 1891 |
| 429 636 | 254 | S. Main St. | 097-16-04-014 | Ridgeville | | | SFR | 1935 |
| 429 637 | 493 | S. Railroad Ave. | 097-16-05-001 | Ridgeville | | Dudley House | SFR | 1935c |
| 429 638 | 481 | S. Railroad Ave. | 097-16-05-004 | Ridgeville | | | SFR | 1935c |
| 429 639 | 476 | S. Railroad Ave. | 097-16-05-006 | Ridgeville | | Way House | SFR | 1890c |
| 429 640 | | S. Main St. | 098-13-00-009 | Ridgeville | | | SFR | 1880c |
| 429 641 | 227 | S. Main St. | 098-13-06-001 | Ridgeville | E | Browning House | SFR | 1918 |
| 429 642 | 219 | S. Main St. | 098-13-06-003 | Ridgeville | | Kingman House | SFR | 1900c |
| 429 643 | 243 | S. Main St. | 108-04-04-03 | Ridgeville | | Easterling House | SFR | 1860c |
| 429 644 | | Beach St. | 108-04-04-005 | Ridgeville | | | SFR | 1935c |
| 429 645 | 282 | S. Main St. | 097-16-02-021 | Ridgeville | | Smoak House | SFR | 1915c |
| 429 646 | 292 | S. Main St. | 097-16-02-022 | Ridgeville | | | SFR | 1910c |
| 429 647 | 302 | S. Main St. | 097-16-02-023 | Ridgeville | | Hilton House | SFR | 1890c |
| 429 648 | 328 | S. Main St. | 097-16-03-003 | Ridgeville | | | SFR | 1880c |
| 429 649 | | S. Main St. | 097-16-02-026 | Ridgeville | | Bonny Rest Cemetery | CEM | 1865 |
| 429 650 | 222 | Ridge St. | 108-00-00-017 | Ridgeville | | | SFR | 1925c |
| 429 651 | 172 | Ridge St. | 108-04-02-004 | Ridgeville | | Baptist Parsonage | SFR | 1895c |
| 429 652 | 115 | Ridge St. | 108-04-03-011 | Ridgeville | | | SFR | 1935 |
| 429 653 | 443-447 | S. Main St. | 098-13-06-004 | Ridgeville | | Engleberg's | STO | 1925c |
| 429 654 | 118 | Horseshoe St. | 108-01-05-006 | Ridgeville | | Snipes House | SFR | 1915c |
| 429 655 | 174 | Coburn Town Rd. | 109-00-00-012 | Ridgeville vic | | | SFR | 1925c |
| 429 656 | | Coburn Town Rd. | 109-00-00-013 | Ridgeville vic | | | SFR | unk |
| 429 657 | 183 | Coburn Town Rd. | 109-00-00-010 | Ridgeville vic | | | SFR | 1900c |
| 429 658 | 165 | Railroad Ave. | 109-00-00-044 | Ridgeville vic | | Bethel AME Church Cemetery | CEM | 1945c |
| 429 659 | | Campbell Thicket | | Ridgeville vic | | | SFR | 1935c |
| 429 660 | 447 | Highway 178 | 098-16-00-001 | Ridgeville vic | | | SFR | 1940c |
| 429 661 | | School St. | 098-00-00-064 | Ridgeville vic | | Cypress Methodist Church | CHU | 1939 |
| 429 653 | | Highway 78 | 098-00-00-088 | Ridgeville vic | | Ridgeville Lookout Tower | TOW | 1933c |
| 429 1004 | 186 | Rice Rd. | 140-00-00- | Givhans vic | | | SFR | 1900c |
| 429 1005 | 399 | Campbell Rd. | 132-00-00-051 | Givhans vic | | | SFR | 1925c |

| Quad Site | Address | Street | Tax Map # | Town | MatReg | Name | Type | Date |
|-----------|---------|--------------------|---------------|-----------------|--------|-----------------------------|------|-------|
| 429 1006 | 343 | Campbell Rd. | 132-00-00-154 | Givhans vic | | | SFR | 1895c |
| 429 1007 | 215 | Campbell Rd. | 132-00-00-063 | Givhans vic | | | SFR | unk |
| 429 1008 | 1405 | Highway 61 | 133-00-00-086 | Givhans | | | UNK | unk |
| 429 1014 | 100 | Twinn Lake Dr. | 143-02-00-012 | Summerville vic | | | SFR | 1890c |
| 429 1015 | | Scotch Range Rd. | 135-00-00- | Summerville vic | | | SFR | 1925c |
| 429 1016 | 255 | Highland Dr. | 135-10-00-003 | Summerville vic | | | SFR | 1915c |
| 429 1051 | 1616 | Carter Rd. | 133-00-00-079 | Givhans vic | | | SFR | 1910c |
| 429 1052 | 1571 | Carter Rd. | 133-00-00-009 | Givhans vic | | | SFR | 1935c |
| 429 1053 | | Carter Rd. | 126-00-00-100 | Givhans vic | | | SFR | 1938c |
| 429 1054 | | Temple Rd. | 133-00-00-071 | Givhans vic | | Pine Grove Bap Ch. #2 Cem | CEM | 1870c |
| 429 1055 | 136 | Hill Branch Rd. | 133-00-00-142 | Givhans | | | SFR | 1900c |
| 429 1058 | | Ridge Rd. | 118-00-00-083 | Ridgeville vic | | Ridge School | SCH | 1945c |
| 429 1063 | 1565 | Highway 61 | 133-00-00-065 | Givhans | | | SFR | 1925c |
| 429 1064 | 1521 | Highway 61 | 133-00-00-096 | Givhans | | | SFR | 1890c |
| 429 1065 | 1458 | Highway 61 | 133-00-00-039 | Givhans | | Campbell House | SFR | 1900c |
| 429 1066 | 593 | Highway 78 | 098-00-00-081 | Ridgeville vic | | Rogers House | SFR | 1915c |
| 429 1067 | 181 | Stable Ln. | 098-00-00-068 | Ridgeville vic | | Rogers House | SFR | 1935c |
| 429 1068 | 391 | Stable Ln. | 098-00-00-068 | Ridgeville vic | | | SFR | 1935c |
| 429 1069 | 455 | Stable Ln. | 099-00-00-071 | Ridgeville vic | | | SFR | 1900c |
| 429 1070 | 461 | Stable Ln. | 099-00-00-071 | Ridgeville vic | | | SFR | 1935c |
| 429 1076 | | Highway 61 | 133-00-00- | Givhans vic | | Sharon Methodist Church Cem | CEM | 1846c |
| 429 1091 | 1061 | Highway 78 | 087-00-00-041 | Ridgeville vic | | | SFR | 1920c |
| 429 1099 | 361 | School St. | 098-00-00-039 | Ridgeville vic | | | SFR | 1890c |
| 429 1100 | 277 | School St. | 098-00-00-025 | Ridgeville vic | | | SFR | 1915c |
| 429 1101 | | Ridgeville Rd. | 098-00-00- | Ridgeville vic | | | SFR | 1915c |
| 440 3.00 | | Indian Field Cir. | 034-00-00-045 | St. George vic | NR | Indian Field Tabernacle | CHU | 1848 |
| 440 3.01 | | Indian Field Cir. | 034-00-00-045 | St. George vic | NR | Indian Field Camp., Tents | CAB | unk |
| 440 24 | | Highway 15 N | 034-00-00-082 | St. George vic | | Buck Springs Cemetery | CEM | 1838 |
| 440 25 | | Farmers Market Rd. | 033-00-00- | St. George vic | | Durr Family Cemetery | CEM | 1878c |
| 440 30.00 | 101 | May St. | 045-14-05-007 | St. George | | Memorial Baptist Church | CHU | 1941 |
| 440 30.01 | 101 | May St. | 045-14-05-007 | St. George | | George Cemetery | CEM | 1867 |
| 440 33 | | Highway 15 S | 070-00-00- | St. George vic | | Walters Cemetery | CEM | 1902 |
| 440 34 | 685 | Highway 15 S | 058-00-00-048 | St. George vic | | Walters House | SFR | 1890c |
| 440 35 | 827 | Highway 15 S | 058-00-00-072 | St. George vic | | Walters House | SFR | 1900c |
| 440 36 | | Pine Grove Rd. | 070-00-00-040 | St. George vic | | | SFR | 1910c |
| 440 37 | 217 | 2nd Texas Rd. | 070-00-00-080 | St. George vic | | | SFR | 1890c |
| 440 38 | 1534 | Highway 15 S | 080-00-00-029 | Grover vic | | | CAB | 1930c |
| 440 39 | 403 | 2nd Texas Rd. | 070-00-00-042 | St. George vic | | | SFR | 1910c |
| 440 40 | | 2nd Texas Rd. | 070-00-00-040 | St. George vic | | | SFR | 1910c |
| 440 41 | 305 | Alonzo Rd. | 071-00-00-051 | St. George vic | | St. Mark Baptist Church | CHU | 1945c |
| 440 42 | 234 | Westbury Rd. | 079-00-00-073 | Grover vic | E | Westbury House | SFR | 1850c |
| 440 43 | | 2nd Texas Rd. | 070-00-00-039 | St. George vic | | Pine Grove School | SCH | 1910c |
| 440 44 | 200 | Legare Rd. | 045-05-00-003 | St. George | | | SFR | 1915c |
| 440 45 | | Raysor St. | 045-00-00-135 | St. George vic | | | SFR | 1890c |
| 440 46 | | Windham Rd. | 032-00-00-101 | St. George vic | | Good Hope Cemetery | CEM | 1890c |
| 440 47 | 600 | N. Parler Ave. | 045-00-00-066 | St. George | | | SFR | 1885c |
| 440 48 | 602 | N. Parler Ave. | 045-11-07-001 | St. George | | | SFR | 1915c |
| 440 49 | | Mt. Zion Rd. | 033-00-00-043 | St. George vic | | | SFR | 1930c |
| 440 50 | 537 | Mt. Zion Rd. | 033-00-00-008 | St. George vic | | | SFR | 1915c |
| 440 51 | | Mt. Zion Rd. | 033-00-00-003 | St. George vic | | Mt. Zion Baptist Ch. Cem | CEM | 1880c |
| 440 52 | 965 | Highway 15 N | 045-00-00-130 | St. George vic | | Wimberly House | SFR | 1890c |
| 440 53 | | Highway 15 N | 045-00-00-028 | St. George vic | | St. James Cemetery | CEM | 1900c |
| 440 54 | 203 | Deep Woods Rd. | 023-00-00-109 | St. George vic | | | SFR | 1900c |
| 440 55 | | Cherry Ln. | 023-00-00- | St. George vic | | | SFR | 1895c |
| 440 56 | 1897 | Highway 15 N | 023-00-00-052 | St. George vic | | | SFR | 1946c |
| 440 57 | 604 | N. Parler Ave. | 045-11-07-010 | St. George | | | SFR | 1890c |
| 440 58 | | Highway 15 N | 023-00-00-075 | St. George vic | | Wagers House | SFR | 1925c |
| 440 59 | 1750 | Highway 15 N | 023-00-00-080 | St. George vic | | Wagers House | SFR | 1910c |
| 440 60 | | Highway 15 N | 023-00-00- | St. George vic | | Indian Field Swamp Bridge | BRG | 1938 |
| 440 61 | 793 | Highway 15 N | 045-00-00-016 | St. George vic | | Simons House | SFR | 1935c |
| 440 62 | | Highway 78 | 059-00-00-029 | St. George vic | | St. George Lookout Tower | TOW | 1934 |
| 440 63 | | Springs Rd. | 045-00-00-078 | St. George vic | | Wamer House | SFR | 1910c |
| 440 64 | 4544 | Highway 78 | 059-00-00-017 | Byrds | | | SFR | 1900c |
| 440 65 | 4534 | Highway 78 | 060-00-00-009 | Byrds | | | SFR | 1890c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------------|---------|------------------|---------------|----------------|--------|--------------------------|-------|-------|
| 440 66 | 107 | Harbeson Ln. | 059-00-00-019 | Byrds | | | SFR | 1935c |
| 440 67 | 107 | Gum Branch Rd. | 059-00-00-018 | Byrds | | | SFR | 1890c |
| 440 68 | | Gum Branch Rd. | 071-00-00-003 | Byrds vic | | | SFR | 1930c |
| 440 69.00 | | Byrd Farm Rd. | 072-00-00-002 | Byrds vic | | Byrd Farm, House | SFR | 1900c |
| 440 69.01 | | Byrd Farm Rd. | 072-00-00-002 | Byrds vic | | | SFR/T | 1930c |
| 440 70 | | Byrd Farm Rd. | 082-00-00-002 | Byrds vic | | | SFR/T | 1910c |
| 440 95 | 500 | N. Parler Ave. | 045-11-08-006 | St. George | | | SFR | 1895c |
| 440 97 | 316 | N. Parler Ave. | 045-15-02-008 | St. George | | | STO | 1920c |
| 440 99 | 302 | N. Parler Ave. | 045-15-02-003 | St. George | | | STO | 1935c |
| 440 122 | 1091 | Quaker Rd. | 069-00-00-005 | St. George vic | | Westbury House | SFR | 1920c |
| 440 123 | 1076 | Quaker Rd. | 069-00-00-014 | St. George vic | | | SFR | 1880c |
| 440 124 | 1056 | Quaker Rd. | 069-00-00-031 | St. George vic | | | SFR | 1910c |
| 440 130 | 105 | Murray St. | 045-11-05-001 | St. George | | | SFR | 1890c |
| 440 131 | 402 | Sears St. | 045-10-10-008 | St. George | | | SFR | 1915c |
| 440 132 | 400 | Sears St. | 045-10-10-005 | St. George | | | SFR | 1915c |
| 440 133 | 101 | N. Parler Ave. | 045-14-00- | St. George | | | COM | 1940c |
| 440 134 | 408 | N. Parler Ave. | 045-15-03-007 | St. George | WFI | | SFR | 1920c |
| 440 135 | | Memorial Ave. | 045-10-16-001 | St. George | | | SFR | 1915c |
| 440 136 | 5539 | Memorial Ave. | 045-14-02-001 | St. George | | Methodist Parsonage | SFR | 1925c |
| 440 137.00 | 5536 | Memorial Ave. | 045-15-01-003 | St. George | WFI | Harley House | SFR | 1895c |
| 440 137.01 | 5536 | Memorial Ave. | 045-15-01-003 | St. George | WFI | | STA | 1895c |
| 440 138 | 606 | N. Parler Ave. | 045-11-07-009 | St. George | | | SFR | 1890c |
| 440 139 | 503 | Sears St. | 045-10-04-004 | St. George | | | REC | 1915c |
| 440 192 | | George St. | 045-15-06-006 | St. George | | | SFR | 1945c |
| 440 195 | 103 | Murray St. | 045-11-05-002 | St. George | | | SFR | 1945c |
| 440 196 | 401 | Sears St. | 045-10-09-007 | St. George | | | SFR | 1945c |
| 440 664 | 703 | Raysor St. | 045-10-06-002 | St. George | | | SFR | 1890c |
| 440 709 | 108 | SE Railroad Ave. | 058-03-01-009 | St. George | | Utsey House | SFR | 1941c |
| 440 710 | 101 | SW Railroad Ave. | 045-14-19-010 | St. George | | Moorer House | SFR | 1915c |
| 440 711 | 103 | SW Railroad Ave. | 045-14-19-009 | St. George | | Moorer House | SFR | 1919c |
| 440 712 | 203 | SW Railroad Ave. | 045-14-18-008 | St. George | | Wilson House | SFR | 1930c |
| 440 713 | 148 | Fairfield Rd. | 058-00-00-054 | St. George vic | | Hughes House | SFR | 1920c |
| 440 714 | | Peele Rd. | 058-00-00-102 | St. George vic | | Hill House | SFR | 1900c |
| 440 715 | 450 | Quaker Dr. | 058-00-00-092 | St. George vic | | Dukes House | SFR | 1925c |
| 440 716 | 300 | Quaker Dr. | 058-00-00-093 | St. George vic | | Appleby House | SFR | 1895c |
| 440 717 | | Dukes St. | 058-00-00-093 | St. George | | | SFR | 1935c |
| 440 718 | 306 | Metts St. | 045-00-00-113 | St. George | | Dukes House | SFR | 1915c |
| 440 719 | 213 | Quaker Rd. | 058-02-02-005 | St. George | | Leggett House | SFR | 1940c |
| 440 720 | 205 | Quaker Rd. | 058-02-02-006 | St. George | | Bell House | SFR | 1890c |
| 440 721 | | Quaker St. | 058-02-02-009 | St. George | | Berry House | SFR | 1925c |
| 440 722 | 101 | Quaker St. | 058-02-01-018 | St. George | | Appleby House | SFR | 1900c |
| 440 723 | 107 | Quaker St. | 014-14-19-003 | St. George | | Moorer House | SFR | 1920c |
| 440 724 | 105 | Quaker St. | 045-14-19-008 | St. George | | Parler House | SFR | 1885c |
| 440 725 | 110 | Quaker St. | 045-14-18-013 | St. George | | Parler House | SFR | 1902 |
| 440 726 | 103 | Quaker St. | 045-14-19-002 | St. George | | Kirby House | SFR | 1925c |
| 440 727 | 106 | Quaker St. | 045-14-18-006 | St. George | | Blume House | SFR | 1946c |
| 440 728 | 104 | Quaker St. | 045-14-18-005 | St. George | | | SFR | 1946c |
| 440 729 | 303 | S. Parler Ave. | 058-02-13-002 | St. George | | | SFR | 1900c |
| 440 730 | 321 | S. Parler Ave. | 058-02-13-004 | St. George | | | SFR | 1915c |
| 440 731 | | S. Parler Ave. | 058-02-14-001 | St. George | | Ackerman House | SFR | 1910c |
| 440 732 | | S. Parler Ave. | 058-02-13-008 | St. George | | Collins Ice House | COM | 1945c |
| 440 733 | 404 | S. Parler Ave. | 058-02-14-002 | St. George | | | SFR | 1920c |
| 440 734 | 108 | SW Railroad Ave. | 045-14-03-001 | St. George | WFI | von Lehe House | SFR | 1895c |
| 440 735 | 200 | NW Railroad Ave. | 045-14-05-006 | St. George | | George, James, House | SFR | 1850c |
| 440 736 | 202 | NW Railroad Ave. | 045-14-05-005 | St. George | | Marley House | SFR | 1935c |
| 440 737 | | Ridge St. | 045-14-05-001 | St. George | | Bryant House | SFR | 1938c |
| 440 738 | 104 | Ridge St. | 045-14-05-002 | St. George | | Hill House | SFR | 1941c |
| 440 739 | 207 | Ridge St. | 045-14-06-005 | St. George | | Wimberly House | SFR | 1942c |
| 440 740 | 204 | Ridge St. | 045-14-04-009 | St. George | | Badham House | SFR | 1920c |
| 440 741 | 103 | N. Metts St. | 045- | St. George | | Good Hope Baptist Church | CHU | unk |
| 440 742 | 200 | May St. | 045-14-02-013 | St. George | | Cruber Hotel | HOT | 1890c |
| 440 743 | 203 | May St. | 045-14-04-008 | St. George | WFI | Judy House | SFR | 1918c |
| 440 744 | 201 | May St. | 045-14-04-004 | St. George | | Judy House | SFR | 1920c |
| 440 745 | 106 | George St. | 045-14-02-014 | St. George | | Fogle House | SFR | 1920c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------------|---------|------------------|---------------|------------|--------|-----------------------------|-------|---------|
| 440 746 | 200 | Gavin St. | 045-14-05-004 | St. George | | Appleby House | SFR | 1895c |
| 440 747 | 211 | Horne St. | 045-14-10-015 | St. George | | | SFR | 1900c |
| 440 748 | 208 | Horne St. | 045-14-07-023 | St. George | | | SFR | 1915c |
| 440 749 | | Horne St. | 045-14-07-022 | St. George | | | SFR | 1920c |
| 440 750 | 101 | Horne St. | 045-14-14-001 | St. George | | | SFR | 1920c |
| 440 751 | | Washington Hts. | 045-09-00-073 | St. George | | | SFR | 1915c |
| 440 752 | 138 | Washington Hts. | 045-09-00-043 | St. George | | | SFR | 1935c |
| 440 753 | 140 | Washington Hts. | 045-09-00-060 | St. George | | | SFR | 1915c |
| 440 754 | 150 | Washington Hts. | 045-09-00-042 | St. George | | | SFR | 1925c |
| 440 755.00 | 224 | Metts St. | 045-10-15-002 | St. George | | | SFR | 1930c |
| 440 755.01 | 224 | Metts St. | 045-10-15-002 | St. George | | | STO | 1930c |
| 440 756 | 216 | Metts St. | 045-10-15-004 | St. George | | | SFR | 1920c |
| 440 757 | 215 | Metts St. | 045-09-00-063 | St. George | | | SFR | 1915c |
| 440 758 | 111 | Wamer Rd. | 045-10-15-009 | St. George | | | SFR | 1915c |
| 440 759.00 | | Memorial Ave. | 045-10-15-004 | St. George | | St. George Cemetery | CEM | 1800s |
| 440 759.01 | | Memorial Ave. | 045-10-15-004 | St. George | WFI | Confederate Memorial Gate | GTE | 1926 |
| 440 760 | | Gavin St. | 045-14-13-001 | St. George | E | Greenleaf High School | SCH | 1925-27 |
| 440 761 | | Gavin St. | 045-14-11-014 | St. George | | | SFR | 1935c |
| 440 762 | | George St. | 045-15-12-005 | St. George | | Dorchester Cotton Oil Co. | MIL | 1905c |
| 440 763 | | Memorial Ave. | 045-15-13-003 | St. George | | Pure Oil Station | COM | 1925c |
| 440 764 | 402 | Memorial Ave. | 045-10-07-002 | St. George | | | SFR | 1935c |
| 440 765 | 407 | George St. | 045-15-07-003 | St. George | | Wimberly House | SFR | 1931c |
| 440 766 | 505 | George St. | 045-15-06-005 | St. George | | | SFR | 1920c |
| 440 767 | 404 | George St. | 045-15-11-003 | St. George | | | SFR | 1900c |
| 440 768 | 306 | George St. | 045-15-10-001 | St. George | | Hart House | SFR | 1912c |
| 440 769 | 304 | George St. | 045-15-10-002 | St. George | | Lewis House | SFR | 1912c |
| 440 770 | | George St. | 045-15-10-003 | St. George | | Lewis House | SFR | 1890c |
| 440 771 | 209 | George St. | 045-15-05-003 | St. George | | Ackerman House | SFR | 1900c |
| 440 772 | 206 | George St. | 045-15-09-009 | St. George | | Abbott House | SFR | 1910c |
| 440 773 | 207 | George St. | 045-15-05-004 | St. George | | Blassingame House | SFR | 1915c |
| 440 774 | 204 | George St. | 045-15-09-003 | St. George | | Abbott-Parler House | SFR | 1900c |
| 440 775 | 203 | George St. | 045-15-05-007 | St. George | | Owens House | SFR | 1915c |
| 440 776 | 201 | George St. | 045-15-05-006 | St. George | | Horne House | SFR | 1910c |
| 440 777.00 | 200 | George St. | 045-15-09-006 | St. George | | Byrd House | SFR | 1935c |
| 440 777.01 | 200 | George St. | 045-15-09-006 | St. George | | | G-APT | 1940c |
| 440 778 | 102 | George St. | 045-15-08-007 | St. George | | Byrd House | SFR | 1890c |
| 440 779 | 202 | George St. | 045-15-09-002 | St. George | | Moorer House | SFR | 1939 |
| 440 780 | 109 | Whitridge Ln. | 045-15-08-003 | St. George | | Weeks House | SFR | 1905c |
| 440 781 | 107 | Whitridge Ln. | 045-15-08-001 | St. George | | Dukes House | SFR | 1905c |
| 440 782 | 105 | Whitridge Ln. | 045-15-08-010 | St. George | | Horne House | SFR | 1895c |
| 440 783 | 201 | NE Railroad Ave. | 045-15-09-007 | St. George | | Kizer House | SFR | 1915c |
| 440 784 | | NE Railroad Ave. | 045-15-00-000 | St. George | | St. George Freight Platform | DEF | 1954 |
| 440 785 | | N. Parler Ave. | 045-14-03-005 | St. George | | Harmony Lodge | STO/L | 1908 |
| 440 786 | | N. Parler Ave. | 045-14-03-006 | St. George | | Moorer Chevrolet Agency | COM | 1925c |
| 440 787 | | N. Parler Ave. | 045-15-08-004 | St. George | | | STO | 1915c |
| 440 788 | 120 | N. Parler Ave. | 045-15-08-008 | St. George | E | St. George Methodist Church | CHU | 1919 |
| 440 789 | | N. Parler Ave. | 045-14-03-011 | St. George | | | STO | 1910c |
| 440 790 | | N. Parler Ave. | 045-14-02-012 | St. George | | | STO | 1932c |
| 440 791 | 217 | N. Parler Ave. | 045-14-02-007 | St. George | | Widelitz Dime Store | STO | 1933c |
| 440 792 | | N. Parler Ave. | 045-14-02-006 | St. George | | Widelitz Dept. Store | STO | 1894 |
| 440 793 | 225 | N. Parler Ave. | 045-14-02-005 | St. George | | Klauber Building | STO | 1894 |
| 440 794 | 227 | N. Parler Ave. | 045-14-02-004 | St. George | | Gressette's Bakery | STO | 1895c |
| 440 795 | 231 | N. Parler Ave. | 045-14-02-003 | St. George | | | STO | 1905c |
| 440 796 | | N. Parler Ave. | 045-14-02-007 | St. George | | | STO | 1894 |
| 440 797 | 206 | N. Parler Ave. | 045-15-04-010 | St. George | | St. George Theater | COM | 1920c |
| 440 798 | | N. Parler Ave. | 045-15-04-015 | St. George | | | STO | 1910c |
| 440 799 | | N. Parler Ave. | 045-14-04-008 | St. George | | | STO | 1925c |
| 440 800 | 302 | May St. | 045-15-01-013 | St. George | | Conner House | SFR | 1915c |
| 440 801 | 307 | May St. | 045-14-01-004 | St. George | | Utsey House | SFR | 1900c |
| 440 802 | 116 | Rayzor St. | 045-11-06-003 | St. George | | | SFR | 1905c |
| 440 803.00 | | Rayzor St. | 045-11-06-010 | St. George | | City Hall | PUB | 1937 |
| 440 803.01 | | Rayzor St. | 045-11-06-010 | St. George | | People's Water Service | OFF | 1930c |
| 440 804.00 | | Rayzor St. | 045-10-11-001 | St. George | | St. George High School | SCH | 1927 |
| 440 804.01 | | Rayzor St. | 045-10-11-001 | St. George | | St. George Gymnasium | SCH/G | 1937 |

| Quad | Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------|--------|---------|----------------|---------------|------------|--------|-----------------------------|------|---------|
| 440 | 805 | 110 | Weathers St. | 045-06-09-006 | St. George | | Weathers House | SFR | 1934c |
| 440 | 806 | 112 | Weathers St. | 045-06-0-002 | St. George | | Mizell House | SFR | 1945c |
| 440 | 807 | 302 | Minus St. | 045-06-09-007 | St. George | | Murray House | SFR | 1919c |
| 440 | 808 | 206 | Minus St. | 045-11-03-001 | St. George | | Utsey House | SFR | 1920c |
| 440 | 809 | 204 | Minus St. | 045-11-03-002 | St. George | | Utsey House | SFR | 1920c |
| 440 | 810 | 108 | Minus St. | 045-11-01-011 | St. George | | Weathers House | SFR | 1925c |
| 440 | 811 | 106 | Minus St. | 045-11-01-009 | St. George | | Mims House | SFR | 1940c |
| 440 | 812 | 711 | N. Parler Ave. | 045-11-01-003 | St. George | | Blitch House | SFR | 1925c |
| 440 | 813 | 704 | N. Parler Ave. | 045-11-07-003 | St. George | WFI | | SFR | 1900c |
| 440 | 814 | 702 | N. Parler Ave. | 045-11-07-006 | St. George | | Weathers House | SFR | 1890c |
| 440 | 815 | | N. Parler Ave. | 045-11-06-007 | St. George | | Jernigan House | SFR | 1920c |
| 440 | 816 | 423 | N. Parler Ave. | 045-11-06-006 | St. George | | Westbury House | SFR | 1920c |
| 440 | 817 | 505 | N. Parler Ave. | 045-11-05-009 | St. George | WFI | Minus House | SFR | 1875c |
| 440 | 818 | 509 | N. Parler Ave. | 045-11-05-005 | St. George | | Welcome Inn | HOT | 1931 |
| 440 | 819 | 601 | N. Parler Ave. | 045-11-02-015 | St. George | | Murray House | SFR | 1895c |
| 440 | 820 | 607 | N. Parler Ave. | 045-11-02-014 | St. George | | Moorer House | SFR | 1884 |
| 440 | 821 | 611 | N. Parler Ave. | 045-11-02-013 | St. George | | May House | SFR | 1850c |
| 440 | 823 | 100 | Johnston St. | 045-11-05-008 | St. George | | Minus House | SFR | 1917 |
| 440 | 824 | 300 | Johnston St. | 045-11-05-011 | St. George | | Gross House | SFR | 1920 |
| 440 | 825 | 305 | Johnston St. | 045-10-10-007 | St. George | | | SFR | 1939 |
| 440 | 826 | 303 | Johnston St. | 045-10-10-003 | St. George | | Johnston House | SFR | 1939 |
| 440 | 827 | 303 | Johnston St. | 045-10-10-004 | St. George | | Patrick House | SFR | 1937 |
| 440 | 828 | 613 | Sears St. | 045-10-04-008 | St. George | | Beard House | SFR | 1935c |
| 440 | 829 | 611 | Sears St. | 045-10-04-007 | St. George | | Hutto House | SFR | 1910c |
| 440 | 830 | 610 | Sears St. | 045-10-04-005 | St. George | | | SFR | 1925c |
| 440 | 831 | 401 | Johnston St. | 045-10-09-005 | St. George | | Cooper House | SFR | 1912 |
| 440 | 832 | 403 | Johnston St. | 045-10-09-006 | St. George | | | SFR | 1925c |
| 440 | 833 | 306 | Johnston St. | 045-10-05-003 | St. George | | Davis House | SFR | 1915-16 |
| 440 | 834 | 711 | Sears St. | 045-07-03-002 | St. George | | Hutto House | SFR | 1910c |
| 440 | 835.00 | 13 | Behling Ct. | 045-10-02-011 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 16 | Behling Ct. | 045-10-02-018 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 11 | Behling Ct. | 045-10-02-010 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 10 | Behling Ct. | 045-10-02-015 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 9 | Behling Ct. | 045-10-02-009 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 7 | Behling Ct. | 045-10-02-008 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 8 | Behling Ct. | 045-10-02-015 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 6 | Behling Ct. | 045-10-02-014 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 5 | Behling Ct. | 045-10-02-007 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 3 | Behling Ct. | 045-10-02-006 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 318 | Behling St. | 045-10-03-004 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.00 | 314 | Behling St. | 045-10-03-006 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.01 | | Behling St. | 045-10-03-001 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.01 | 320 | Behling St. | 045-10-03-003 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.01 | 316 | Behling St. | 045-10-03-005 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 835.01 | 504 | Johnston St. | 045-10-03-010 | St. George | | Anchor Corp. Employees' Hse | SFR | 1943 |
| 440 | 836 | 500 | Johnston St. | 045-10-03-017 | St. George | | Johnston House | SFR | 1890c |
| 440 | 837 | 503 | Johnston St. | 045-10-08-002 | St. George | | Rigby House | SFR | 1935 |
| 440 | 838 | 300 | Rayzor St. | 045-10-09-008 | St. George | | Whetsell House | SFR | 1917c |
| 440 | 839 | 404 | Rayzor St. | 045-10-09-003 | St. George | | Way House | SFR | 1900c |
| 440 | 840 | 405 | Rayzor St. | 045-10-13-003 | St. George | | Minus House | SFR | 1919 |
| 440 | 841 | 406 | Rayzor St. | 045-10-09-002 | St. George | | Parler House | SFR | 1920c |
| 440 | 842 | 500 | Rayzor St. | 045-10-08-003 | St. George | | Kizer House | SFR | 1915c |
| 440 | 843 | 504 | Rayzor St. | 045-10-06-008 | St. George | | | SFR | 1920c |
| 440 | 844 | 601 | Rayzor St. | 045-10-07-002 | St. George | | Flickling House | SFR | 1905c |
| 440 | 845 | 503 | Rayzor St. | 045-10-12-006 | St. George | | Kizer House | SFR | 1900c |
| 440 | 846 | 507 | Rayzor St. | 045-10-12-003 | St. George | | Behling House | SFR | 1910c |
| 440 | 847 | 600 | Rayzor St. | 045-10-02-001 | St. George | | Parler House | SFR | 1895c |
| 440 | 848 | 608 | Rayzor St. | 045-10-02-004 | St. George | | Collier House | SFR | 1905c |
| 440 | 849 | 609 | Rayzor St. | 045-10-07-016 | St. George | | Weeks House | SFR | 1910c |
| 440 | 850 | 621 | Rayzor St. | 045-10-07-012 | St. George | | | SFR | 1920c |
| 440 | 851 | 623 | Rayzor St. | 045-10-07-013 | St. George | | | SFR | 1900c |
| 440 | 852 | 613 | Rayzor St. | 045-10-02-022 | St. George | | Kizer House | SFR | 1895c |
| 440 | 854 | 708 | Rayzor St. | 045-10-01-001 | St. George | | | SFR | 1930c |
| 440 | 855 | | N. Metts St. | 045-09-00-013 | St. George | | | SFR | 1900c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------------|---------|--------------------|-----------------|-----------------|--------|-----------------------------|------|---------|
| 440 918 | 168 | Horseshoe Loop | 013-00-00-072 | Reevesville vic | | | SFR | 1895c |
| 440 919 | | Mt. Zion Rd. | 021-00-00-031 | Reevesville vic | | | SFR | 1895c |
| 440 921 | | St. Mark Bowman | 021-00-00-082 | Reevesville vic | | St. Mark Methodist Ch. Cem | CEM | 1869c |
| 440 929 | | Cowtail Rd. | 057-00-00-005 | Reevesville vic | | | SFR | 1915c |
| 440 930 | 577 | Old St. George Rd. | 057-00-00-063 | St. George vic | | | SFR | 1930c |
| 440 931 | | Old St. George Rd. | 057-00-00-020 | St. George vic | | Old St. George Bapt Ch. Cem | CEM | 1848c |
| 440 932 | | Quaker Rd. | 057-00-00-125 | St. George vic | | Dukes Cemetery | CEM | 1860c |
| 440 933 | 419 | Winningham Rd. | 032-00-00-135 | Badham vic | | | SFR | 1915c |
| 440 934 | 108 | Hartzog Bailey Rd. | 044-00-00-031 | Badham | | Dorchester Lumber Co. House | SFR | 1920c |
| 440 935 | 6188 | Highway 78 | 044-00-00-029 | Badham | E | Badham House | SFR | 1912 |
| 440 936 | | Highway 78 | 044-00-00-029 | Badham | WFI | Davis Boarding House | HOT | 1910c |
| 440 937 | | Highway 78 | 044-00-00-124 | Badham | | Dorchester Lumber Co. | COM | 1905c |
| 440 938 | 468 | Quaker Rd. | 058-00-00-090 | St. George vic | | Shieder House | SFR | 1910c |
| 440 939 | 6218 | Highway 78 | 044-00-00-034 | Badham | | Dorchester Lumber Co. House | SFR | 1910c |
| 440 992 | 2030 | Highway 15 N | 023-00-00-004 | Rosinville vic | | Indian Field Meth. Ch. Cem | CEM | 1815c |
| 440 993 | | Gavins Rd. | 024-00-00-070 | Rosinville vic | | Moorer-Murray Cemetery | CEM | 1845c |
| 440 994 | 151 | Blanch Dr. | 024-00-00-029 | Rosinville vic | | | SFR | 1940c |
| 440 999 | 241 | Mt. Zion Rd. | 033-00-00-167 | St. George vic | | | SFR | 1895c |
| 440 1000 | 167 | Bishopville Rd. | 033-00-00-124 | St. George vic | | | SFR | 1910c |
| 440 1019 | 709 | Gum Branch Rd. | 082-00-00-002 | Byrds vic | E | Deerfield Plt. House | SFR | 1880c |
| 440 1020 | 950 | Sugar Hill Rd. | 071-00-00-040 | Byrds vic | | New Hope AME Church Cem | CEM | 1900c |
| 440 1040 | 192 | Old Spell Rd. | 040-00-00- | Grover vic | | | SFR | 1930c |
| 440 1041 | 1253 | Highway 15 S | 070-00-00- | St. George vic | | | SFR | 1930c |
| 440 1042 | | Seven Acres Rd. | 080-00-00-071 | St. George vic | | Proctor Cemetery | CEM | 1872 |
| 440 1048 | | Springs Rd. | | Byrds vic | | | CEM | 1900c |
| 440 1049 | | Springs Rd. | | Byrds vic | | Horne Cemetery | CEM | 1885 |
| 440 1071 | 1143 | Quaker Rd. | 069-00-00-002 | St. George vic | | Westbury House | SFR | 1900c |
| 440 1072 | 1187 | Quaker Rd. | 069-00-00-045 | St. George vic | | | SFR | 1920c |
| 440 1081 | | Old Spell Rd. | 070-00-00- | St. George vic | | Spell Cemetery | CEM | 1870 |
| 440 1084 | | Cherry Ln. | | Rosinville vic | | Jackson Cemetery | CEM | 1890 |
| 440 1094 | | N. Parler Ave. | 045-15-04-04 | St. George | | | WHS | 1930c |
| 440 1096 | 134 | Gavins Rd. | 034-00-00-001,0 | Rosinville vic | | Blue Spring Farm | ORC | 1928-29 |
| 491 4.00 | | Highway 61 | 180-00-00-012 | Summerville vic | NR | Middleton Place House | SFR | 1755 |
| 491 4.01 | | Highway 61 | 180-00-00-012 | Summerville vic | NR | Middleton Place, Landscape | GAR | 1741 |
| 491 4.02 | | Highway 61 | 180-00-00-012 | Summerville vic | NR | Middleton Spring House | SPG | 1700s |
| 491 4.03 | | Highway 61 | 180-00-00-012 | Summerville vic | NR | Middleton Place, Tomb | CEM | 1787 |
| 491 4.04 | | Highway 61 | 180-00-00-012 | Summerville vic | NR | Middleton Place Rice Mill | MIL | 1700s |
| 491 4.05 | | Highway 61 | 180-00-00-012 | Summerville vic | NR | Middleton Place Barnyard | BRN | 1937 |
| 491 4.06 | | Highway 61 | 180-00-00-012 | Summerville vic | NR | Middleton Place Tenant Hse | DUP | 1875c |
| 491 5 | | Plantation Cir. | 152-04-11-001 | Summerville | NR | Newington Plantation | SIT | 1750c |
| 491 7.00 | 300 | State Park Rd. | 161-00-00-030, | Summerville vic | NR | Fort Dorchester | SIT | 1757c |
| 491 7.01 | 300 | State Park Rd. | 161-00-00-030, | Summerville vic | NR | St. George's Dorchester Chu | SITE | 1751 |
| 491 7.02 | 300 | State Park Rd. | 161-00-00-030, | Summerville vic | NR | St. George's Parish Cem | CEM | 1772c |
| 491 7.03 | 300 | State Park Rd. | 161-00-00-030, | Summerville vic | NR | Old Dorchester Wharf | SITE | 1740c |
| 491 9 | | | | | | Same as Site 4910875 | | |
| 491 10 | 230 | Old Trolley Rd. | | Summerville vic | | Not surveyed | | |
| 491 11 | | Old Trolley Rd. | | Summerville vic | | Demolished/not surveyed | | |
| 491 12 | 212 | Old Trolley Rd. | | Summerville vic | | Not surveyed | | |
| 491 13 | | | | | | Same as Site 4910858 | | |
| 491 14 | | | | | | Same as Site 4910857 | | |
| 491 15 | | | | | | Same as Site 4910856 | | |
| 491 16 | | | | | | Same as Site 4910859 | | |
| 491 17 | | | | | | Same as Site 4910860 | | |
| 491 18 | | | | | | Same as Site 4910862 | | |
| 491 19 | | | | | | Same as Site 4910863 | | |
| 491 20 | | | | | | Same as Site 4910864 | | |
| 491 21 | | | | | | Same as Site 4910866 | | |
| 491 22 | | | | | | Same as Site 4910865 | | |
| 491 27 | | Old Orangeburg Rd. | 144-00-00- | Summerville vic | | Mt. Boone Cemetery | CEM | 1734 |
| 491 104 | 5012 | Highway 61 | 161-00-00-010 | Cooks XRoad | | | SFR | 1920c |
| 491 105 | | Highway 61 | 161-00-00- | Cooks XRoad | | | SFR | 1915c |
| 491 106 | | Highway 61 | 161-00-00-018 | Cooks XRoad | ARD | The Laurels | SFR | 1937c |
| 491 107 | 4521 | Highway 61 | 170-00-00-008 | Cooks XRoad | | Ashley River Road Lookout | TOW | 1931 |
| 491 108.00 | 4500 | Highway 61 | 170-00-00-003 | Cooks XRoad | | Ashley Missionary Bapt Chu. | CHU | 1910c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------------|---------|--------------------|-----------------|--------------------|--------|------------------------------|-------|-------|
| 491 108.01 | 4500 | Highway 61 | 170-00-00-003 | Cooks XRoad | | Ashley Mission. Bap Ch. Cem | CEM | 1910c |
| 491 115 | 601 | Highway 61 | 160-00-00-022 | Cooks XRoad | | | SFR | 1900c |
| 491 116 | 1023 | Highway 61 | 160-00-00-025 | Cooks XRoad | | | SFR | 1910c |
| 491 147 | 207 | Country Club Blvd. | 144-08-05-005 | Summerville | | Candlelight Club | REC | 1928c |
| 491 177 | 130 | Tupperway Rd. | 144-06-07-003 | Summerville vic | | | SFR | 1940c |
| 491 178 | 155 | Reed St. | 144-05-00-034 | Knightsville | | | SFR | 1910c |
| 491 179 | 238 | Embassy Dr. | 144-05-00-027 | Knightsville | | | SFR | 1930c |
| 491 856 | 71 | Old Trolley Rd. | 145-06-03-006 | Summerville | | | SFR | 1925c |
| 491 857 | 81 | Old Trolley Rd. | 145-06-03-007 | Summerville | | | SFR | 1900c |
| 491 858 | 89 | Old Trolley Rd. | 145-06-03-016 | Summerville | | Collins House | SFR | 1858c |
| 491 859 | 209 | Stallsville Loop | 145-06-05-002 | Summerville vic E | | Stall House | SFR | 1870c |
| 491 860 | 211 | Stallsville Loop | 145-06-05-013 | Summerville vic | | | DUP | 1880c |
| 491 861 | 105 | Limehouse Dr. | 145-10-02-036 | Summerville vic | | | SFR | 1890c |
| 491 862 | 225 | Stallsville Loop | 145-06-05-005 | Summerville vic E | | Jamison-Limehouse House | SFR | 1970c |
| 491 863 | 229 | Stallsville Rd. | 145-10-02-036 | Summerville vic | | | SFR | 1910c |
| 491 864.00 | 255 | Stallsville Rd. | 145-06-00-007 | Summerville vic | | Stallsville Methodist Ch. | CHU | 1886c |
| 491 864.01 | 255 | Stallsville Rd. | 145-06-00-007 | Summerville vic | | Stallsville Meth Sunday Sch | CHU | 1925c |
| 491 865 | 980 | Bacons Bridge Rd. | 145-06-06-010 | Summerville vic | | | SFR | 1925c |
| 491 866 | | Bacons Bridge Rd. | 145-06-05-009 | Summerville vic | | | SFR | 1890c |
| 491 867 | 9728 | Miles Jamison Rd. | 154-03-00- | Summerville vic | | | SFR | 1935c |
| 491 868 | 110 | Miles Jamison Rd. | 154-03-00- | Summerville vic | | | SFR | 1925c |
| 491 869 | 3680 | Ladson Rd. | 154-04-00-003 | Summerville vic | | | SFR | 1925c |
| 491 870 | 93 | Limehouse Rd. | 154-00-00-009 | Summerville vic | | | SFR | 1935c |
| 491 871 | | Dorchester Rd. | 153-13-01-040 | Summerville vic NR | | White Meeting House Cemetery | CEM | 1700s |
| 491 872 | | Shady Ln. | 153-10-00-009 | Summerville vic | | | CEM | unk |
| 491 873 | 1225 | Bacons Bridge Rd. | 145-10-01-052 | Summerville vic | | | SFR | 1910c |
| 491 874 | 1111 | Bacons Bridge Rd. | 145-10-01-072 | Summerville vic | | | SFR | 1935c |
| 491 875 | 301 | Old Trolley Rd. | 145- | Summerville | | | SFR | 1925c |
| 491 876 | 110 | Rose Creek Ln. | 145- | Summerville | | | SFR | 1915c |
| 491 877 | 508 | Old Orangeburg Rd. | 152-11-04-011 | Summerville | | | SFR | 1925c |
| 491 885 | | Tupperway Rd. | 144-07-07-002 | Summerville vic | | Boone Hill Methodist Ch.Cem | CEM | 1853 |
| 491 886 | | Tupperway Rd. | 144-07-07-003 | Summerville vic | | Summerville Cemetery | CEM | 1944 |
| 491 1009 | 2699 | Boone Hill Rd. | 151-00-00-025 | Summerville vic | | | SFR | 1930c |
| 491 1010 | 2150 | Boone Hill Rd. | 151-00-00-028 | Summerville vic | | | SFR | 1935c |
| 491 1011 | 2461 | Boone Hill Rd. | 151-04-00- | Summerville vic | | | SFR | 1935c |
| 491 1012 | 2400 | Boone Hill Rd. | 152-00-00-010 | Summerville vic | | | SFR | 1910c |
| 491 1013 | 2383 | Boone Hill Rd. | 152-01-02-004 | Summerville vic | | | STO/R | 1925c |
| 491 1047 | | Dorchester Rd. | 153-00-00-062 | Summerville vic | | Salters Cemetery | CEM | 1900c |
| 491 1085 | | Brailsford Dr. | 145-16-00- | Summerville | | Morgan Cemetery | CEM | 1809 |
| 491 1093 | | Highway 61 | 161-00-00- | Cooks XRoad | | Cook Cemetery | CEM | unk |
| 491 1095 | | Bacons Bridge Rd. | 160-00-00-007,0 | Summerville vic | | Bacons Bridge Dam | WAT | 1917 |
| 496 8.00 | | | | | | Summerville Historic Dist. | | |
| 496 140.00 | 1213 | S. Main St. | 145-01-02-007 | Summerville | | | STA | 1915c |
| 496 140.01 | 1213 | S. Main St. | 145-01-02-007 | Summerville | | | COT | 1925c |
| 496 146.00 | 113 | Marion Ave. | 137-14-02-004 | Summerville | SHD | | SFR | 1915c |
| 496 146.01 | 115 | Marion Ave. | 137-14-02-004 | Summerville | SHD | | COT | 1915c |
| 496 148 | 1211 | S. Main St. | 145-01-02-008 | Summerville | | | COT | 1890c |
| 496 149 | 109 | Tea Farm Rd. | 145-01-07-012 | Summerville | | | SFR | 1915c |
| 496 161 | 266 | Brewer Rd. | 121-00-00-113 | Jedburg | | Griffin House | SFR | 1890c |
| 496 162 | 221 | Grayback Rd. | 121-00-00- | Jedburg | | | SFR | 1920c |
| 496 163 | 121 | Brewer Rd. | 121-00-00-137 | Jedburg | | Jedburg Baptist Ch. Cem | CEM | 1880c |
| 496 164 | | Highway 78 | 121-00-00-143 | Jedburg | | Jedburg Presbyterian Chapel | CHU | 1910c |
| 496 165 | 111 | Hayden St. | 121-00-00-130 | Jedburg | | | SFR | 1920c |
| 496 166 | 300 | Holly Inn Rd. | 145-01-03-005 | Summerville | | Holly Inn | HOT | 1926c |
| 496 167 | 112 | Old Country Club | 145-01-01-003 | Summerville | | Tea Farm Managers House | SFR | 1890c |
| 496 168 | 205 | Tea Farm Rd. | 145-01-05-011 | Summerville | | Tea Farm Gardeners Cottage | SFR | 1900c |
| 496 169 | 100 | W. Walker Dr. | 145-01-04-010 | Summerville | | Tea Olive Cottage | COT | 1900c |
| 496 170 | | Tea Farm Rd. | 145-01-07-013 | Summerville | | Moore House | SFR | 1910c |
| 496 171 | 612 | Boone Hill Rd. | 144-07-09-004 | Summerville | | | SFR | 1925c |
| 496 172 | 104 | W. Walker Dr. | 145-01-04-017 | Summerville | | Shepard-Sebring House | SFR | 1888 |
| 496 173 | | Boone Hill Rd. | 144-04-09-009 | Summerville | | | SFR | 1925c |
| 496 174 | 602 | Boone Hill Rd. | 144-04-00-010 | Summerville | | | SFR | 1935c |
| 496 175 | 1300 | S. Main St. | 145-01-08-003 | Summerville | | | SFR | 1910c |
| 496 176 | 109 | Pinecrest Blvd. | 144-04-06-019 | Summerville | | | SFR | 1915c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|-----------|---------|--------------------|-----------------|-----------------|--------|--------------------------|------|-------|
| 496 180 | 716 | Old Orangeburg Rd. | 135-08-00-043 | Knightsville | | | SFR | 1935c |
| 496 181 | 704 | Old Orangeburg Rd. | 135-08-00-040 | Knightsville | | | SFR | 1910c |
| 496 182 | 1209 | Central Ave. | 136-07-03-003 | Summerville vic | | | SFR | 1925c |
| 496 183 | 1116 | Central Ave. | 136-12-01-019 | Summerville vic | | | SFR | 1930c |
| 496 184 | 1439 | Central Ave. | 136-00-00-123 | Knightsville | | | SFR | 1940c |
| 496 185 | 1531 | Central Ave. | 136-09-00-040 | Knightsville | | | SFR | 1925c |
| 496 186 | | Old Orangeburg Rd. | 128-00-00-029 | Jedburg vic | | Murray Methodist Ch. Cem | CEM | 1896c |
| 496 187 | | Old Orangeburg Rd. | 128-00-00-071 | Jedburg vic | | | SFR | 1920c |
| 496 188 | 930 | Old Orangeburg Rd. | 128-00-00-007 | Jedburg vic | | | SFR | 1930c |
| 496 189 | 547 | Mallard Rd. | 128-00-00-055 | Jedburg | | | SFR | 1930c |
| 496 190 | 147 | Jedburg Rd. | 122-00-00-018 | Jedburg | | | SFR | 1925c |
| 496 191 | 348 | Jedburg Rd. | 122-00-00-012 | Jedburg | | Mellard House | SFR | 1910c |
| 496 193 | 220 | Gallashaw Rd. | 111-00-00-007 | Jedburg vic | | | SFR | 1915c |
| 496 194 | 710 | Maple St. | 130-00-00-006,0 | Summerville vic | | | SFR | 1925c |
| 496 197 | 207 | 3rd South St. East | 137-11-08-008 | Summerville | SHD | | SFR | 1890c |
| 496 198 | 127 | 5th South St. West | 137-10-01-005 | Summerville | SHD | | SFR | 1877c |
| 496 199 | 114 | Linwood Ln. | 137-10-14-004 | Summerville | SHD | | SFR | 1925c |
| 496 200 | 130 | Linwood Ln. | 137-13-08-004 | Summerville | SHD | | SFR | 1925c |
| 496 201 | 201 | E. Luke Ave. | 137-07-15-011 | Summerville | | | SFR | 1900c |
| 496 202 | 117 | W. Luke Ave. | 137-07-08-006 | Summerville | SHe | | SFR | 1900c |
| 496 203 | 131 | W. Luke Ave. | 137-07-08-008 | Summerville | SHe | | SFR | 1870c |
| 496 204 | 139 | W. Luke Ave. | 137-07-08-009 | Summerville | SHe | | SFR | 1880c |
| 496 205 | 100 | N. Hickory St. | 137-02-08-001 | Summerville | SHe | | SFR | 1915c |
| 496 206 | 509 | W. Luke Ave. | 137-02-08-006 | Summerville | SHe | | SFR | 1835c |
| 496 207 | 609 | W. Luke Ave. | 137-02-07-013 | Summerville | | | SFR | 1893c |
| 496 208 | 611 | W. Luke Ave. | 137-02-07-010 | Summerville | | | SFR | 1890c |
| 496 209 | 713 | W. Luke Ave. | 137-02-06-017 | Summerville | | | SFR | 1915c |
| 496 210 | 107 | Bryan St. | 137-02-07-008 | Summerville | | | SFR | 1915c |
| 496 211 | 507 | 2nd North St. West | 137-13-09-005 | Summerville | | | SFR | 1890c |
| 496 212 | 105 | Bryan St. | 137-02-07-009 | Summerville | | | SFR | 1930c |
| 496 213 | 208 | Bryan St. | 137-02-01-014 | Summerville | | | SFR | 1925c |
| 496 214 | 210 | Bryan St. | 137-02-01-015 | Summerville | | | SFR | 1930c |
| 496 215 | 802 | 2nd North St. West | 137-02-01-017 | Summerville | | | SFR | 1915c |
| 496 216 | | 1st North St. West | 137-02-04-009 | Summerville | | | SFR | 1925c |
| 496 217 | 613 | 1st North St. West | 137-02-04-006 | Summerville | | | SFR | 1940c |
| 496 218 | 611 | 1st North St. West | 137-02-04-001 | Summerville | | | STO | 1935c |
| 496 219 | 609 | 1st North St. West | 137-02-04-012 | Summerville | | | SFR | 1910c |
| 496 220 | 605 | 1st North St. West | 137-02-04-016 | Summerville | | | SFR | 1915c |
| 496 221 | 104 | N. Palmetto St. | 137-02-07-011 | Summerville | E | St. Stephen's RE Church | CHU | 1885 |
| 496 222 | 113 | N. Laurel St. | 137-03-15-009 | Summerville | | | SFR | 1920c |
| 496 223 | 103 | N. Laurel St. | 137-03-15-007 | Summerville | | | SFR | 1940c |
| 496 224 | 214 | N. Cedar St. | 137-03-09-007 | Summerville | SHe | | SFR | 1880c |
| 496 225 | 208 | N. Cedar St. | 137-03-09-008 | Summerville | SHe | | SFR | 1890c |
| 496 226 | 211 | N. Cedar St. | 137-03-08-001 | Summerville | SHe | | SFR | 1930c |
| 496 227 | 213 | N. Cedar St. | 137-03-08-001 | Summerville | SHe | | SFR | 1890c |
| 496 228 | 137 | 1st North St. West | 137-03-08-002 | Summerville | SHe | Dunning House | SFR | 1858c |
| 496 229 | 130 | 1st North St. West | 137-07-08-001 | Summerville | | | SFR | 1880c |
| 496 230 | 123 | 1st North St. West | 137-07-08-003 | Summerville | SHe | | SFR | 1900c |
| 496 231 | | 1st North St. East | 137-07-14-011 | Summerville | | | SFR | 1915c |
| 496 232 | 208 | 1st North St. West | 137-07-15-003 | Summerville | | | SFR | 1880c |
| 496 233 | 709 | 1st North St. West | 137-07-14-008 | Summerville | | | SFR | 1920c |
| 496 234 | 206 | 2nd North St. East | 137-07-14-003 | Summerville | | | SFR | 1910c |
| 496 235 | 204 | 2nd North St. East | 137-07-14-002 | Summerville | | | SFR | 1920c |
| 496 236 | 203 | 2nd North St. East | 137-07-21-005 | Summerville | | | SFR | 1925c |
| 496 237 | 248 | N. Main St. | 137-03-08-006 | Summerville | | OK Grocery | STO | 1933 |
| 496 238 | 126 | 2nd North St. East | 137-07-13-002 | Summerville | | | SFR | 1890c |
| 496 239 | 311 | N. Magnolia St. | 137-07-21-001 | Summerville | | | SFR | 1884 |
| 496 240 | 318 | N. Magnolia St. | 137-03-01-005 | Summerville | | | SFR | 1885c |
| 496 241 | 315 | N. Magnolia St. | 137-07-21-001 | Summerville | | | SFR | 1880c |
| 496 242 | | Blocker Ln. | 137-03-11-002 | Summerville | | | DUP | 1890c |
| 496 243 | 419 | N. Cedar St. | 137-03-06-007 | Summerville | | | SFR | 1920c |
| 496 244 | 408 | N. Gum St. | 137-04-06-008 | Summerville | | | SFR | 1910c |
| 496 245 | | N. Gum St. | 137-07-21-002 | Summerville | | | SFR | 1890c |
| 496 246 | 304 | N. Gum St. | 137-07-21-007 | Summerville | | | SFR | 1935c |

| <u>Quad</u> | <u>Site</u> | <u>Address</u> | <u>Street</u> | <u>Tax Map #</u> | <u>Town</u> | <u>NatReg</u> | <u>Name</u> | <u>Type</u> | <u>Date</u> |
|-------------|-------------|----------------|--------------------|------------------|-----------------|---------------|---------------------|-------------|-------------|
| 496 | 247 | | Loblolly St. | 137-08-08-034 | Summerville | | | SFR | 1935c |
| 496 | 248 | 306 | 2nd North St. East | 137-07-20-002 | Summerville | | | SFR | 1880c |
| 496 | 249 | 405 | N. Magnolia St. | 137-04-05-004 | Summerville | | | SFR | 1925c |
| 496 | 250 | 114 | 4th North St. East | 137-03-02-006 | Summerville | | | SFR | 1890c |
| 496 | 251 | 505 | N. Hickory St. | 130-15-08-001 | Summerville | | | SFR | 1930c |
| 496 | 252 | 413 | 5th North St. West | 130-15-10-002 | Summerville | | | SFR | 1915c |
| 496 | 253.00 | 1005 | N. Gum St. | 130-16-00-006 | Summerville | | | SFR | 1925c |
| 496 | 253.01 | 1003 | N. Gum St. | 130-16-00-006 | Summerville | | | SFR | 1925c |
| 496 | 253.02 | | N. Gum St. | 130-16-00-006 | Summerville | | Merry Maid Dairy | SIL | 1910c |
| 496 | 254 | 108 | Graham St. | 137-14-08-012 | Summerville | | | SFR | 1915c |
| 496 | 255.00 | 100 | Halcyon Rd. | 145-01-11-001 | Summerville | | Halcyon | SFR/1 | 1835c |
| 496 | 255.01 | 100 | Halcyon Rd. | 145-01-11-001 | Summerville | | | COT | 1835c |
| 496 | 255.02 | 100 | Halcyon Rd. | 145-01-11-001 | Summerville | | | COT | 1835c |
| 496 | 256.00 | 215 | Golf Rd. | 145-01-10-002 | Summerville | | Robertson House | SFR | 1912 |
| 496 | 256.01 | 215A | Golf Rd. | 145-01-10-002 | Summerville | | | COT | 1912c |
| 496 | 256.02 | 215 | Golf Rd. | 145-01-10-002 | Summerville | | | COT | 1912c |
| 496 | 257 | 160 | Shepard St. | 137-13-11-001 | Summerville | | | SFR | 1910c |
| 496 | 258 | 118 | Shepard St. | 137-09-02-021 | Summerville | | | SFR | 1925c |
| 496 | 259 | 430 | Simmons Ave. | 137-09-02-031 | Summerville | | Simmons Store | STO | 1925c |
| 496 | 260 | 108 | Jensen St. | 137-09-09-008 | Summerville | | | SFR | 1915c |
| 496 | 261 | 308 | Simmons Ave. | 137-09-02-026 | Summerville | | | SFR | 1885c |
| 496 | 262 | | Simmons Ave. | 137-09-04-001 | Summerville | | | SFR | 1920c |
| 496 | 263 | 115 | Germantown Rd. | 137-09-02-003 | Summerville | | | SFR | 1925c |
| 496 | 264 | 125 | Germantown Rd. | 137-09-02-007 | Summerville | | | SFR | 1940c |
| 496 | 265 | 702 | Simmons Ave. | 130-16-10-020 | Summerville | | | SFR | 1910c |
| 496 | 266 | | Simmons Ave. | 136-12-04-063 | Summerville | | | SFR | 1925c |
| 496 | 267 | 628 | Central Ave. | 137-05-04-001 | Summerville vic | | | SFR | 1920c |
| 496 | 268 | 705 | N. Main St. | 137-14-02- | Summerville | | | SFR | 1915c |
| 496 | 269 | 903 | 5th North St. West | 130-10-00-039 | Summerville | | | SFR | 1925c |
| 496 | 270 | 207 | W. Richardson Ave. | 137-07-03-007 | Summerville | SHD | | SFR | 1935c |
| 496 | 271 | 211 | W. Richardson Ave. | 137-07-03-008 | Summerville | SHD | Carroll-Smith House | SFR | 1871c |
| 496 | 272 | 206 | W. Richardson Ave. | 137-07-04-003 | Summerville | SHD | | SFR | 1920c |
| 496 | 273 | 315 | W. Richardson Ave. | 137-07-02-006 | Summerville | SHD | | SFR | 1925c |
| 496 | 274 | | W. Richardson Ave. | 137-07-04-001 | Summerville | SHD | | SFR | 1925c |
| 496 | 275 | 200 | S. Pine St. | 137-06-10-007 | Summerville | SHD | | SFR | 1890c |
| 496 | 276 | 215 | 2nd South St. West | 137-07-04-009 | Summerville | SHD | | SFR | 1900c |
| 496 | 277 | 210 | S. Cedar St. | 137-07-04-006 | Summerville | SHD | Finucan House | SFR | 1885c |
| 496 | 278 | 115 | S. Magnolia St. | 137-07-16-009 | Summerville | SHD | | SFR | 1860c |
| 496 | 279 | 207 | E. Richardson Ave. | 137-07-16-012 | Summerville | SHD | | SFR | 1860c |
| 496 | 280 | | E. Richardson Ave. | 137-07-17-001 | Summerville | SHD | | SFR | 1900c |
| 496 | 281 | 206 | E. Richardson Ave. | 137-07-17-002 | Summerville | SHD | | SFR | 1915c |
| 496 | 282 | 217 | E. Richardson Ave. | 137-07-16-007 | Summerville | SHD | | SFR | 1875c |
| 496 | 283 | 301 | E. Richardson Ave. | 137-07-18-007 | Summerville | SHD | | SFR | 1875c |
| 496 | 284 | 105 | S. Gum St. | 137-07-18-009 | Summerville | SHD | | SFR | 1910c |
| 496 | 285 | 216 | E. Doty Ave. | 137-07-16-004 | Summerville | SHD | | SFR | 1962c |
| 496 | 286 | 214 | E. Doty Ave. | 137-07-16-003 | Summerville | SHD | | SFR | 1862c |
| 496 | 287 | 210 | E. Doty Ave. | 137-07-16-002 | Summerville | SHD | | SFR | 1890c |
| 496 | 288 | 103 | S. Magnolia St. | 137-07-16-001 | Summerville | SHD | | SFR | 1890c |
| 496 | 289 | 106 | E. Doty Ave. | 137-07-11-004 | Summerville | SHD | | SFR | 1875c |
| 496 | 290 | 112 | S. Magnolia St. | 137-07-11-005 | Summerville | SHD | | SFR | 1900c |
| 496 | 291 | 107 | S. Magnolia St. | 137-07-16-011 | Summerville | SHD | | SFR | 1880c |
| 496 | 292 | 111 | S. Magnolia St. | 137-07-16-010 | Summerville | SHD | | SFR | 1880c |
| 496 | 293 | 120 | S. Magnolia St. | 137-07-11-006 | Summerville | SHD | | SFR | 1915c |
| 496 | 294 | 124 | S. Magnolia St. | 137-07-11-007 | Summerville | SHD | | SFR | 1880c |
| 496 | 295 | 208 | S. Magnolia St. | 137-07-10-008 | Summerville | SHD | | SFR | 1910c |
| 496 | 296 | 210 | S. Magnolia St. | 137-07-10-009 | Summerville | SHD | | SFR | 1910c |
| 496 | 297 | 207 | S. Magnolia St. | 137-07-17-010 | Summerville | SHD | | SFR | 1915c |
| 496 | 298 | 215 | S. Magnolia St. | 137-07-17-009 | Summerville | SHD | | SFR | 1935c |
| 496 | 299 | 207 | 2nd South St. East | 137-07-17-008 | Summerville | SHD | | SFR | 1900c |
| 496 | 300 | 212 | S. Gum St. | 137-07-17-007 | Summerville | SHD | Bailey House | SFR | 1889c |
| 496 | 301 | 214 | 2nd South St. East | 137-11-08-004 | Summerville | SHD | | SFR | 1910c |
| 496 | 302 | 210 | 2nd South St. East | 137-11-08-003 | Summerville | SHD | Sires House | SFR | 1875c |
| 496 | 303 | 213 | S. Gum St. | 137-11-13-002 | Summerville | SHD | | SFR | 1920c |
| 496 | 304 | 210 | S. Gum St. | 137-07-17-006 | Summerville | SHD | Mirmow House | SFR | 1910c |

| <u>Quad Site</u> | <u>Address</u> | <u>Street</u> | <u>Tax Map #</u> | <u>Town</u> | <u>NatReg</u> | <u>Name</u> | <u>Type</u> | <u>Date</u> |
|------------------|----------------|--------------------|------------------|-------------|---------------|----------------------------|-------------|-------------|
| 496 305 | 211 | S. Gum St. | 137-11-13-003 | Summerville | SHe | | SFR | 1895c |
| 496 306 | 201 | Central Ave. | 137-07-09-001 | Summerville | SHD | | SFR | 1900c |
| 496 307 | 211 | Central Ave. | 137-07-09-014 | Summerville | SHD | | SFR | 1915c |
| 496 308 | 215 | Central Ave. | 137-07-09-013 | Summerville | SHD | | SFR | 1875c |
| 496 309 | 217 | Central Ave. | 137-07-09-012 | Summerville | SHD | Timrod Library | LIB | 1915 |
| 496 310 | 212 | Central Ave. | 137-06-09-003 | Summerville | SHD | Church of the Epiphany | CHU | 1887 |
| 496 311 | 206 | Central Ave. | 137-06-09-002 | Summerville | SHD | St. Luke's Lutheran Chapel | CHU | 1893 |
| 496 312 | 115 | 3rd South St. West | 137-07-09-010 | Summerville | SHD | | SFR | 1910c |
| 496 313 | 117 | 3rd South St. West | 137-07-09-011 | Summerville | SHD | | SFR | 1925c |
| 496 314 | 108 | 3rd South St. West | 137-11-14-001 | Summerville | SHD | Simons House | SFR | 1890c |
| 496 315 | 310 | S. Main St. | 137-07-09-007 | Summerville | SHD | | SFR | 1915c |
| 496 316 | 308 | S. Main St. | 137-07-09-006 | Summerville | SHD | | SFR | 1915c |
| 496 317 | 306 | S. Main St. | 137-07-09-005 | Summerville | SHD | | SFR | 1915c |
| 496 318 | 304 | S. Main St. | 137-07-09-004 | Summerville | SHD | | SFR | 1915c |
| 496 319 | 300 | S. Main St. | 137-07-09-003 | Summerville | SHD | | SFR | 1905c |
| 496 320 | 112 | 2nd South St. West | 137-07-09-002 | Summerville | SHD | | SFR | 1920c |
| 496 321 | 117 | S. Cedar St. | 137-07-07-023 | Summerville | SHD | Lanneau House | SFR | 1873c |
| 496 322 | 110 | S. Cedar St. | 137-07-03-004 | Summerville | SHD | West Side Service Station | COM | 1922 |
| 496 323 | 118 | S. Cedar St. | 137-07-03-001 | Summerville | SHD | Dorchester Coca Cola Plant | COM | 1935c |
| 496 324 | 135 | W. Richardson Ave. | 137-07-07-020 | Summerville | SHD | Summerville P.O. | PUB | 1937 |
| 496 325 | 129 | W. Richardson Ave. | 137-07-07-019 | Summerville | SHD | Cauthen's Hardware | STO | 1910c |
| 496 326 | 127 | W. Richardson Ave. | 137-07-07-018 | Summerville | SHD | | STO | 1910c |
| 496 327 | 140 | W. Richardson Ave. | 137-07-05-001 | Summerville | SHD | Kornahrens Hardware | STO/R | 1890c |
| 496 328 | 136 | W. Richardson Ave. | 137-07-05-002 | Summerville | SHD | Bank of Summerville | COM | 1915c |
| 496 329 | 128-132 | W. Richardson Ave. | 137-07-05-003 | Summerville | SHD | | STO | 1925c |
| 496 330 | 143-147 | Central Ave. | 137-07-06-006 | Summerville | SHD | Tuppers Pharmacy | STO | 1902c |
| 496 331 | 139 | Central Ave. | 137-07-06-007 | Summerville | SHD | Wright's Meat Market | STO | 1910c |
| 496 332 | 127-135 | Central Ave. | 137-07-06-008 | Summerville | SHD | | STO | 1915c |
| 496 333 | 120-124 | Central Ave. | 137-07-05-005 | Summerville | SHD | | STO | 1915c |
| 496 334 | 125 | Central Ave. | 137-07-06-008 | Summerville | SHD | | STO | 1920c |
| 496 335 | 219 | S. Cedar St. | 137-07-05-007 | Summerville | SHD | | STO | 1945c |
| 496 336 | 106-114 | S. Main St. | 137-07-07-005 | Summerville | SHD | Sires Range | STO | 1897c |
| 496 337 | 116 | S. Main St. | 137-07-07-008 | Summerville | SHD | | STO | 1900c |
| 496 338 | 126-134 | S. Main St. | 137-07-07-011,0 | Summerville | SHD | Guerin Building | STO | 1892-98 |
| 496 339 | 140 | S. Main St. | 137-07-07-015 | Summerville | SHD | Guerin's Drug Store | STO | 1871 |
| 496 340 | 133 | S. Main St. | 137-07-11-013 | Summerville | SHD | Summerville Theatre | COM | 1935 |
| 496 341 | 121-125 | S. Main St. | 137-07-11-017 | Summerville | SHD | | COM | 1930c |
| 496 342 | 109 | S. Main St. | 137-07-11-022 | Summerville | SHD | | STO | 1925c |
| 496 343 | 107 | S. Main St. | 137-07-11-023 | Summerville | SHD | | STO | 1915c |
| 496 344 | 117 | E. Richardson Ave. | 137-07-11-009 | Summerville | SHD | | SFR | 1900c |
| 496 345 | 125 | E. Richardson Ave. | 137-07-11-008 | Summerville | SHD | | SFR | 1890c |
| 496 346 | 118 | E. Richardson Ave. | 137-07-10-003 | Summerville | SHD | | SFR | 1905c |
| 496 347 | | E. Doty Ave. | 137-07-11-002 | Summerville | SHD | CPW Cistern | WAT | 1940c |
| 496 348 | | E. Doty Ave. | 137-07-11-003 | Summerville | SHD | Crystal Ice House | COM | 1901 |
| 496 349 | 109 | 2nd South St. East | 137-07-10-011 | Summerville | SHD | | SFR | 1915c |
| 496 350 | 108 | 2nd South St. East | 137-11-01-002 | Summerville | SHD | | SFR | 1920c |
| 496 351 | 311 | S. Main St. | 137-11-01-007 | Summerville | SHD | | SFR | 1880c |
| 496 352 | 315 | S. Main St. | 137-11-01-006 | Summerville | SHD | | SFR | 1890c |
| 496 353 | 308 | S. Magnolia St. | 137-11-01-004 | Summerville | SHD | Power House | SFR | 1890c |
| 496 354 | 313 | S. Magnolia St. | 137-11-08-006 | Summerville | SHD | | SFR | 1880c |
| 496 355 | 309 | S. Magnolia St. | 137-11-08-010 | Summerville | SHD | | SFR | 1880c |
| 496 356 | 301 | S. Magnolia St. | 137-11-08-001 | Summerville | SHD | | SFR | 1880c |
| 496 357 | 301 | S. Gum St. | 137-11-12-006 | Summerville | SHe | | SFR | 1890c |
| 496 358 | 312 | S. Gum St. | 137-11-08-006 | Summerville | SHD | | SFR | 1890c |
| 496 359 | 316 | S. Gum St. | 137-11-08-007 | Summerville | SHD | | SFR | 1930c |
| 496 360 | 400 | S. Gum St. | 137-11-07-003 | Summerville | SHD | | SFR | 1900c |
| 496 361 | 406 | S. Gum St. | 137-11-07-004 | Summerville | SHD | | SFR | 1885c |
| 496 362 | 109 | 6th South St. East | 137-11-04-004 | Summerville | SHD | | SFR | 1920c |
| 496 363 | 603 | S. Main St. | 137-11-04-002 | Summerville | SHD | Pine View Inn | SFR/I | 1880c |
| 496 364 | | S. Main St. | 137-10-01-008, | Summerville | SHD | Azalea Park | GAR | 1932-38 |
| 496 365 | 411 | S. Main St. | 137-11-02-006 | Summerville | SHD | | SFR | 1940c |
| 496 366 | 407 | S. Main St. | 137-11-02-001 | Summerville | SHD | Bethel AME Church | CHU | 1941 |
| 496 367 | 213 | S. Laurel St. | 137-06-10-002 | Summerville | SHD | | SFR | 1915c |
| 496 368 | 211 | S. Laurel St. | 137-06-10-001 | Summerville | SHD | | SFR | 1920c |

| <u>Quad Site</u> | <u>Address</u> | <u>Street</u> | <u>Tax Map #</u> | <u>Town</u> | <u>NatReg</u> | <u>Name</u> | <u>Type</u> | <u>Date</u> |
|------------------|----------------|--------------------|------------------|-------------|---------------|-----------------------------|-------------|-------------|
| 496 430 | 122 | 5th South St. West | 137-10-03-005 | Summerville | SHD | | SFR | 1920c |
| 496 431 | 116 | 5th South St. West | 137-10-03-011 | Summerville | SHD | Squirrel Inn | HOT | 1912 |
| 496 432 | 110 | 5th South St. West | 137-10-03-015 | Summerville | SHD | | SFR | 1910c |
| 496 433 | 602 | S. Main St. | 137-10-03-009 | Summerville | SRD | | SFR | 1920c |
| 496 434 | 608 | S. Main St. | 137-10-03-020 | Summerville | SHD | | SFR | 1930c |
| 496 435 | 104 | 6th South St. West | 137-10-03-021 | Summerville | SHD | | SFR | 1886 |
| 496 436 | 103 | 6th South St. West | 137-10-02-022 | Summerville | SHD | | SFR | 1935c |
| 496 437 | 102 | Rutherford St. | 137-10-03-017 | Summerville | SHD | Kracke House | SFR | 1886c |
| 496 438 | 704 | S. Main St. | 137-10-06-001 | Summerville | SHD | Merry Oaks | SFR | 1890c |
| 496 439 | 108 | Rutherford St. | 137-10-03-019 | Summerville | SHD | | SFR | 1880c |
| 496 440 | 114 | Rutherford St. | 137-10-03-016 | Summerville | SHD | Oliver House | SFR | 1888c |
| 496 441 | 303 | Sumter Ave. | 137-10-04-001 | Summerville | SHD | Disher House | SFR | 1862c |
| 496 442 | 302 | Sumter Ave. | 137-10-09-014 | Summerville | SHD | Prioleau House | SFR | 1896c |
| 496 443 | 309 | Sumter Ave. | 137-10-04-008 | Summerville | SHD | | SFR | 1910c |
| 496 444 | 311 | Sumter Ave. | 137-10-04-005 | Summerville | SHD | | SFR | 1940c |
| 496 445 | 315 | Sumter Ave. | 137-10-04-011 | Summerville | SHD | | SFR | 1910c |
| 496 446 | 317 | Sumter Ave. | 137-10-04-006 | Summerville | SHD | | SFR | 1884c |
| 496 447 | 402 | Sumter Ave. | 137-10-09-009 | Summerville | SHD | | SFR | 1890c |
| 496 448 | 408 | Sumter Ave. | 137-10-09-008 | Summerville | SHD | | SFR | 1830c |
| 496 449 | 413 | Sumter Ave. | 137-10-08-013 | Summerville | SHD | Gelzer House | SFR | 1820c |
| 496 450 | 419 | Sumter Ave. | 137-10-08-012 | Summerville | SHD | Gelzer House | SFR | 1930c |
| 496 451 | 423 | Sumter Ave. | 137-10-08-020 | Summerville | SHD | Gelzer House | SFR | 1820c |
| 496 452 | 427 | Sumter Ave. | 137-10-08-015 | Summerville | SHD | | SFR | 1860c |
| 496 453 | 112 | Linwood Ln. | 137-10-14-002 | Summerville | SHD | St. Paul's Rectory | SFR | 1860c |
| 496 454 | 102 | Congress St. | 137-10-08-003 | Summerville | SHD | | SFR | 1920c |
| 496 455 | 302 | Rutherford St. | 137-10-05-001 | Summerville | SHD | | SFR | 1890c |
| 496 456 | 204 | W. Hampton St. | 137-10-05-003 | Summerville | SHD | | SFR | 1915c |
| 496 457 | 206 | W. Hampton St. | 137-10-05-003 | Summerville | SHD | | SFR | 1910c |
| 496 458 | 209 | W. Hampton St. | 137-10-04-010 | Summerville | SHD | | SFR | 1910c |
| 496 459 | 208 | Sumter Ave. | 137-10-09-015 | Summerville | SHD | Lord House | SFR | 1891 |
| 496 460 | 205 | Sumter Ave. | 137-10-03-001 | Summerville | SHD | Rhett House | SFR | 1882 |
| 496 461 | 217 | Sumter Ave. | 137-10-03-002 | Summerville | SHD | Prioleau House | SFR | 1887c |
| 496 462 | 214 | Sumter Ave. | 137-10-09-017 | Summerville | SHD | | SFR | 1935c |
| 496 463 | 315 | W. Carolina Ave. | 137-10-09-003 | Summerville | SHD | Carolina Inn Annex | SFR/I | 1925c |
| 496 464 | 223 | Sumter Ave. | 137-10-03-007 | Summerville | SHD | | SFR | 1850c |
| 496 465 | 220 | Sumter Ave. | 137-10-09-018 | Summerville | SHD | Boyle House | SFR | 1889c |
| 496 466 | 233 | Sumter Ave. | 137-10-03-006 | Summerville | SHD | | SFR | 1850c |
| 496 467.00 | 224 | Sumter Ave. | 137-10-09-019 | Summerville | SHD | Purcell House | SFR | 1825c |
| 496 467.01 | 224 | Sumter Ave. | 137-10-09-019 | Summerville | SHD | | COT | 1825c |
| 496 468.00 | 230 | Sumter Ave. | 137-10-09-020 | Summerville | SHD | Brownfield House | SFR | 1870c |
| 496 468.01 | 228 | Sumter Ave. | 137-10-09-020 | Summerville | SHD | Brownfield Academy | SCH | 1870c |
| 496 469.00 | 316 | W. Carolina Ave. | 137-10-13-002 | Summerville | SHD | St. Paul's Episcopal Church | CHU | 1856 |
| 496 469.01 | 316 | W. Carolina Ave. | 137-10-13-002 | Summerville | SHD | St. Paul's Church Cemetery | CEM | 1830c |
| 496 469.02 | 111 | Waring St. | 137-10-13-002 | Summerville | SHD | St. Paul's Parish House | CHU | 1924 |
| 496 470.00 | 705 | S. Main St. | 137-10-07-004 | Summerville | SHD | Skinner House | SFR | 1901c |
| 496 470.01 | 705 | S. Main St. | 137-10-07-004 | Summerville | SHD | St. Barnabas Chapel | CHU | 1891 |
| 496 470.02 | 711 | S. Main St. | 137-10-07-004 | Summerville | SHD | | SFR | 1890c |
| 496 470.03 | 705 | S. Main St. | 137-10-07-004 | Summerville | SHD | | SFR | 1935c |
| 496 470.04 | 705 | S. Main St. | 137-10-07-004 | Summerville | SHD | | SFR | 1920c |
| 496 470.05 | 705 | S. Main St. | 137-10-07-004 | Summerville | SHD | Skinner Stable | STA | 1901c |
| 496 471 | 112 | 6th South St. East | 137-10-07-001 | Summerville | SHD | | SFR | 1890c |
| 496 472.00 | 710 | S. Main St. | 137-10-06-007 | Summerville | SHD | | SFR | 1885c |
| 496 472.01 | 710 | S. Main St. | 137-10-06-007 | Summerville | SHD | | COT | 1885c |
| 496 473 | 107 | 7th South St. East | 137-10-07-003 | Summerville | SHD | | SFR | 1900c |
| 496 474 | 726 | S. Main St. | 137-10-06-010 | Summerville | SHD | | SFR | 1890c |
| 496 475 | 722 | S. Main St. | 137-10-06-004 | Summerville | SHD | | SFR | 1915c |
| 496 476 | 211 | W. Richland St. | 137-10-05-011 | Summerville | SHD | | SFR | 1930c |
| 496 477 | 209 | Richland Ave. | 137-10-05-012 | Summerville | SHD | | SFR | 1930c |
| 496 478 | 304 | S. Hampton St. | 137-10-08-001 | Summerville | SHD | | SFR | 1862 |
| 496 479 | 305 | W. Hampton St. | 137-10-04-007 | Summerville | SHD | | SFR | 1885c |
| 496 480 | 201 | W. Carolina Ave. | 137-10-08-004 | Summerville | SHD | Town Hall | PUB | 1858c |
| 496 481 | 207 | W. Carolina Ave. | 137-10-08-010 | Summerville | SHD | Pendarvis House | SFR | 1875c |
| 496 482 | 213 | W. Carolina Ave. | 137-10-06-007 | Summerville | SHD | | SFR | 1891c |
| 496 483 | 215 | W. Carolina Ave. | 137-10-08-023 | Summerville | SHD | | SFR | 1895c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------------|---------|--------------------|---------------|-------------|--------|-----------------------------|-------|-------|
| 496 484 | 301 | Central Ave. | 137-06-01-001 | Summerville | SHD | | SFR | 1920c |
| 496 485 | 303 | Central Ave. | 137-06-01-002 | Summerville | SHD | | SFR | 1920c |
| 496 486 | 142 | Gadsden St. | 137-09-10-004 | Summerville | SHD | Simons House | SFR | 1923 |
| 496 487 | 134 | Gadsden St. | 137-09-10-005 | Summerville | SHD | | SFR | 1935c |
| 496 488 | 400 | Country Club Blvd. | | Summerville | | Summerville Country Club | REC | 1925c |
| 496 489 | 146 | Linwood Ln. | 137-13-08-002 | Summerville | SHD | | SFR | 1895c |
| 496 490 | 147 | Linwood Ln. | 137-13-06-001 | Summerville | SHD | | SFR | 1946c |
| 496 491 | 128 | Linwood Ln. | 137-13-08-005 | Summerville | SHD | | SFR | 1930c |
| 496 492 | 129 | Linwood Ln. | 137-13-06-004 | Summerville | SHD | | SFR | 1915c |
| 496 493 | 126 | Linwood Ln. | 137-13-08-006 | Summerville | SHD | Hutchinson House | SFR | 1825c |
| 496 494 | 120 | Linwood Ln. | 137-13-08-007 | Summerville | SHD | | SFR | 1890c |
| 496 495 | 113 | Linwood Ln. | 137-13-06-006 | Summerville | SHD | | SFR | 1910c |
| 496 496 | 401 | Sumter Ave. | 137-10-08-014 | Summerville | SHD | | SFR | 1933 |
| 496 497 | 309 | Rutherford St. | 137-14-05-016 | Summerville | SHD | | SFR | 1890c |
| 496 498 | 305 | Rutherford St. | 137-14-05-015 | Summerville | SHD | | SFR | 1895c |
| 496 499 | 204 | Marion Ave. | 137-13-04-018 | Summerville | SHD | Magnolia Cottage | COT | 1895c |
| 496 500 | 106 | Salisbury Dr. | 137-13-04-017 | Summerville | SHD | | SFR | 1925c |
| 496 501.00 | 114 | Salisbury Dr. | 137-13-04-014 | Summerville | SHD | Pine Forest Gate | GTE | 1891c |
| 496 501.01 | 206 | Marion Ave. | 137-13-04-019 | Summerville | SHD | Pine Forest Gate | GTE | 1891c |
| 496 502 | 216 | Marion Ave. | 137-13-04-020 | Summerville | SHD | Salisbury House | SFR | 1948 |
| 496 503 | 123 | W. Carolina Ave. | 137-14-04-005 | Summerville | SHD | | SFR | 1930c |
| 496 504 | 119 | W. Carolina Ave. | 137-14-04-006 | Summerville | SHD | | SFR | 1900c |
| 496 505 | 100 | W. Carolina Ave. | 137-14-02-001 | Summerville | SHD | | SFR | 1889 |
| 496 506 | 134 | Tupper Ln. | 137-13-10-003 | Summerville | SHD | Palmetto Cottage | COT | 1878c |
| 496 507 | 128 | Marion Ave. | 137-13-06-008 | Summerville | SHD | Cuthbert House | SFR | 1830c |
| 496 508 | 120 | Marion Ave. | 137-13-06-009 | Summerville | SHD | | SFR | 1925c |
| 496 509 | 116 | Marion Ave. | 137-13-06-010 | Summerville | SHD | Hartz House | SFR | 1890c |
| 496 510 | 110 | Marion Ave. | 137-14-03-001 | Summerville | SHD | Hopkins Villa | SFR | 1895c |
| 496 511 | 202 | W. Carolina Ave. | 137-14-03-002 | Summerville | SHD | | SFR | 1875c |
| 496 512 | 208 | W. Carolina Ave. | 137-14-03-003 | Summerville | SHD | | SFR | 1860c |
| 496 513.00 | 216 | W. Carolina Ave. | 137-14-03-006 | Summerville | SHD | | SFR | 1900c |
| 496 513.01 | 214 | W. Carolina Ave. | 137-14-03-006 | Summerville | SHD | | OFF | 1900c |
| 496 514 | 111 | Linwood Ln. | 137-14-03-004 | Summerville | SHD | | SFR | 1875c |
| 496 515 | 129 | Colleton Ave. | 137-09-03-001 | Summerville | | | SFR | 1925c |
| 496 516 | 122 | Simmons Ave. | 137-09-01-030 | Summerville | | | SFR | 1910c |
| 496 517 | 400 | S. Magnolia St. | 137-11-02-003 | Summerville | SHD | | SFR | 1900c |
| 496 518 | 404 | S. Magnolia St. | 137-11-02-004 | Summerville | SHD | | SFR | 1890c |
| 496 519 | 401 | S. Magnolia St. | 137-11-07-001 | Summerville | SHD | | SFR | 1880c |
| 496 520 | 405 | S. Magnolia St. | 137-11-07-09 | Summerville | SHD | | SFR | 1875c |
| 496 521 | 411 | S. Magnolia St. | 137-11-07-008 | Summerville | SHD | | SFR | 1890c |
| 496 522 | 408 | S. Magnolia St. | 137-11-02-005 | Summerville | SHD | | SFR | 1915c |
| 496 523 | 205 | 4th South St. East | 137-11-07-007 | Summerville | SHD | | SFR | 1920c |
| 496 524 | 204 | 4th South St. East | 137-11-07-001 | Summerville | | Anderson House | SFR | 1895c |
| 496 525 | 613 | S. Magnolia St. | 137-11-05-001 | Summerville | | | SFR | 1890c |
| 496 526 | 108 | 3rd South St. East | 137-11-02-002 | Summerville | SHD | | SFR | 1895c |
| 496 527.00 | 815 | S. Main St. | 137-14-14-006 | Summerville | SHD | Summerville High School | SCH | 1924 |
| 496 527.01 | 815 | S. Main St. | 137-14-14-006 | Summerville | | Summerville High School Gym | SCH/G | 1937c |
| 496 528 | 805 | S. Main St. | 137-14-06-002 | Summerville | | | SFR | 1890c |
| 496 529 | 803 | S. Main St. | 137-14-06-001 | Summerville | | | SFR | 1890c |
| 496 530 | 800 | S. Main St. | 137-14-05-013 | Summerville | SHD | | STO | 1925c |
| 496 531 | 814 | S. Main St. | 137-14-05-009 | Summerville | SHD | | SFR | 1895c |
| 496 532 | 816 | S. Main St. | 137-14-05-008 | Summerville | SHD | | SFR | 1935c |
| 496 533 | 822 | S. Main St. | 137-14-05-007 | Summerville | SHD | | SFR | 1920c |
| 496 534 | 826 | S. Main St. | 137-14-05-006 | Summerville | SHD | | SFR | 1870c |
| 496 535 | 904 | S. Main St. | 137-14-04-017 | Summerville | SHD | | SFR | 1900c |
| 496 536 | 905 | S. Main St. | 137-14-09-040 | Summerville | SHD | Gaspartas House | SFR | 1895c |
| 496 537 | 909 | S. Main St. | 137-14-09-007 | Summerville | SHD | | SFR | 1910c |
| 496 538 | 914 | S. Main St. | 137-14-04-015 | Summerville | SHD | Sebring House | SFR | 1946 |
| 496 539 | 918 | S. Main St. | 137-14-04-013 | Summerville | SHD | | SFR | 1946c |
| 496 540 | 923 | S. Main St. | 137-14-09-010 | Summerville | SHD | | SFR | 1930c |
| 496 541 | 920 | S. Main St. | 137-14-04-012 | Summerville | SHD | | SFR | 1946c |
| 496 542 | 924 | S. Main St. | 137-14-04-011 | Summerville | SHD | | SFR | 1946c |
| 496 543 | 926 | S. Main St. | 137-14-04-010 | Summerville | SHD | | SFR | 1946c |
| 496 544 | 1006 | S. Main St. | 145-02-12-001 | Summerville | SHD | | SFR | 1830c |

| Quad Site | Address | Street | Tax Map # | Town | NatReg | Name | Type | Date |
|------------|---------|--------------------|---------------|-----------------|--------|----------------------------|-------|-------|
| 496 545 | 103 | Hughes Ln. | 145-02-11-005 | Summerville | | | SFR | 1900c |
| 496 546 | 108 | E. Carolina Ave. | 145-02-10-001 | Summerville | SHD | | SFR | 1859c |
| 496 547 | 115 | E. Carolina Ave. | 145-02-09-001 | Summerville | SHD | | SFR | 1836c |
| 496 548 | 119 | E. Carolina Ave. | 145-02-09-002 | Summerville | SHD | | SFR | 1862c |
| 496 549 | 109 | E. Carolina Ave. | 137-14-09-017 | Summerville | SHD | | SFR | 1935c |
| 496 550 | 702 | W. Doty Ave. | 137-02-13-002 | Summerville | SHD | | SFR | 1920c |
| 496 551 | 119 | Oak St. | 137-02-12-003 | Summerville | SHD | | SFR | 1925c |
| 496 552.00 | 626 | W. Carolina Ave. | 137-02-16-001 | Summerville | SHD | Gadsden House | SFR | 1860c |
| 496 552.01 | 626 | W. Carolina Ave. | 137-02-16-001 | Summerville | SHD | | DUP | 1910c |
| 496 553 | 620 | W. Carolina Ave. | 137-02-16-003 | Summerville | SHD | | SFR | 1920c |
| 496 554 | 200 | S. Palmetto St. | 137-02-17-004 | Summerville | SHD | Linwood | SFR | 1883 |
| 496 555.00 | 603 | W. Richardson Ave. | 137-02-14-007 | Summerville | SHD | White Gables | SFR/I | 1835c |
| 496 555.01 | 605 | W. Richardson Ave. | 137-02-14-007 | Summerville | SHD | | GRN | 1893c |
| 496 555.02 | 603 | W. Richardson Ave. | 137-02-14-007 | Summerville | SHD | | PRI | 1893c |
| 496 555.03 | 104 | S. Palmetto St. | 137-02-14-007 | Summerville | SHD | | KIT | 1893c |
| 496 555.04 | 106 | S. Palmetto St. | 137-02-14-007 | Summerville | SHD | | COT | 1893c |
| 496 556.00 | 609 | W. Richardson Ave. | 137-02-14-003 | Summerville | SHD | Camellia Cottage | SFR/I | 1890c |
| 496 556.01 | 609 | W. Richardson Ave. | 137-02-14-003 | Summerville | SHD | | COT | 1910c |
| 496 557 | 102 | S. Palmetto St. | 137-02-14-001 | Summerville | SHD | | SFR | 1910c |
| 496 558 | 106 | S. Walnut St. | 137-02-13-008 | Summerville | SHD | | SFR | 1910c |
| 496 559 | 126rear | S. Main St. | 137-07-07-010 | Summerville | SHD | Salisbury Theater | COM | 1945c |
| 496 560 | 117 | Central Ave. | 137-07-06-009 | Summerville | SHD | Stender's Bakery | STO | 1925c |
| 496 561 | 500 | N. Main St. | 137-03-05-001 | Summerville | E | Dorchester County Hospital | PUB | 1937 |
| 496 562 | 803 | 1st North St. West | 130-14-04-029 | Summerville | | | SFR | 1910c |
| 496 563 | 807 | 1st North St. West | 130-14-04-019 | Summerville | | | SFR | 1930c |
| 496 564 | 810 | 1st North St. West | 130-14-03-015 | Summerville | | | SFR | 1910c |
| 496 565 | 826 | 1st North St. West | 130-14-03-012 | Summerville | | | SFR | 1910c |
| 496 566 | 835 | 1st North St. West | 130-14-04-005 | Summerville | | | SFR | 1920c |
| 496 567 | 836 | 1st North St. West | 130-14-03-003 | Summerville | | | SFR | 1935c |
| 496 568 | 943 | 1st North St. West | 130-13-00-062 | Summerville | | Baum's Temple AME Zion Ch. | CHU | 1940c |
| 496 569 | 312 | N. Maple St. | | Summerville | | | SFR | 1925c |
| 496 570 | 313 | N. Maple St. | 130- | Summerville | | | SFR | 1935c |
| 496 571 | 933 | W. Luke Ave. | 130-13-00-071 | Summerville | | | SFR | 1935c |
| 496 572 | 931 | W. Luke Ave. | 130-13-00-072 | Summerville | | | SFR | 1925c |
| 496 573 | 711 | W. Carolina Ave. | 137-02-13-004 | Summerville | SHD | | SFR | 1890c |
| 496 574 | 716 | W. Carolina Ave. | 137-02-12-005 | Summerville | SHD | | SFR | 1890c |
| 496 575 | 708 | W. Carolina Ave. | 137-02-12-002 | Summerville | SHD | | SFR | 1915c |
| 496 576 | 713 | W. Carolina Ave. | 137-02-13-005 | Summerville | SHD | | SFR | 1890c |
| 496 577 | 627 | W. Richardson Ave. | 137-02-13-006 | Summerville | SHD | Richardson-Doar House | SFR | 1885c |
| 496 578 | 114 | S. Walnut St. | 137-02-13-007 | Summerville | SHD | | SFR | 1890c |
| 496 579 | 624 | W. Richardson Ave. | 137-02-17-001 | Summerville | SHD | Kinloch Home | SFR | 1892c |
| 496 580 | 618 | W. Richardson Ave. | 137-02-17-002 | Summerville | SHD | Thornhill House | SFR | 1895c |
| 496 581 | 612 | W. Richardson Ave. | 137-02-17-003 | Summerville | SHD | | SFR | 1910c |
| 496 582 | 801 | W. Richardson Ave. | 137-02-10-007 | Summerville | SHD | | SFR | 1930c |
| 496 583 | 113 | Cypress St. | 137-02-11-006 | Summerville | SHD | | SFR | 1910c |
| 496 584 | 116 | Oak St. | 137-02-11-005 | Summerville | SHD | Prettyman House | SFR | 1910c |
| 496 585 | 708 | W. Richardson Ave. | 137-02-16-004 | Summerville | SHD | | SFR | 1915c |
| 496 586 | 914 | W. Doty Ave. | 137-02-10-015 | Summerville | | | SFR | 1920c |
| 496 587 | 916 | W. Doty Ave. | 137-02-10-013 | Summerville | | | SFR | 1920c |
| 496 588 | 915 | W. Richardson Ave. | 130-13-00-014 | Summerville | | | SFR | 1930c |
| 496 589 | 839 | W. Richardson Ave. | 130-13-00-027 | Summerville | | | STO | 1935c |
| 496 590 | 841 | W. Richardson Ave. | 130-13-00-026 | Summerville | | | SFR | 1935c |
| 496 591 | 811 | W. Richardson Ave. | 137-02-10-011 | Summerville | | | SFR | 1925c |
| 496 592 | 813 | W. Richardson Ave. | 137-02-10-004 | Summerville | | | SFR | 1925c |
| 496 593 | 815 | W. Richardson Ave. | 137-02-10-003 | Summerville | | | SFR | 1910c |
| 496 594 | 1001 | W. Richardson Ave. | 130-13-00-012 | Summerville | | | SFR | 1920c |
| 496 595 | 1000 | W. Richardson Ave. | 130-13-00-011 | Summerville | | Spell's Grocery | STO | 1935c |
| 496 596 | | Pigeon Bay Rd. | 130-13-00-039 | Summerville vic | | Brownsville Cemetery | CEM | 1880c |
| 496 597 | 409 | Pigeon Bay Rd. | 129-16-00-029 | Summerville vic | | | SFR | 1925c |
| 496 598 | 417 | Pigeon Bay Rd. | 129-16-00-007 | Summerville vic | | | SFR | 1925c |
| 496 599 | 2118 | Mellichamp Rd. | 129-00-00-043 | Summerville vic | | Drainland, House | SFR | 1920c |
| 496 600 | 125 | Parsons Rd. | 137-00-00-008 | Summerville | | Parsons House | SFR/I | 1906 |
| 496 601 | 119 | Briarwood Ln. | 137-05-05-006 | Summerville | SHD | | SFR | 1910c |
| 496 602 | 115 | Briarwood Ln. | 137-05-05-004 | Summerville | SHD | | SFR | 1880c |

| <u>Quad Site</u> | <u>Address</u> | <u>Street</u> | <u>Tax Map #</u> | <u>Town</u> | <u>NatReg</u> | <u>Name</u> | <u>Type</u> | <u>Date</u> |
|------------------|----------------|--------------------|------------------|-----------------|---------------|------------------------------|-------------|-------------|
| 496 603 | 107 | Briarwood Ln. | 137-05-05-003 | Summerville | SHD | | SFR | 1895c |
| 496 604 | 102 | Briarwood Ln. | 137-05-09-009 | Summerville | SHD | | SFR | 1895c |
| 496 605 | 113 | Briarwood Ln. | 137-05-05-003 | Summerville | SHD | | SFR | 1925c |
| 496 606 | 105 | E. Carolina Ave. | 137-14-09-013 | Summerville | SHD | | SFR | 1905c |
| 496 607 | 111 | E. Carolina Ave. | 137-14-09-018 | Summerville | SHD | | SFR | 1895c |
| 496 608 | 601 | Central Ave. | 137-05-08-003 | Summerville | SHD | Rest Awhile | SFR | 1900c |
| 496 609 | 607 | Central Ave. | 137-05-08-004 | Summerville | SHD | Pine Midst Cottage | SFR | 1880c |
| 496 878 | 521 | Old Orangeburg Rd. | 136-13-00-002 | Knightsville | | | SFR | 1930c |
| 496 879 | 535 | Old Orangeburg Rd. | 136-13-00-001 | Knightsville | | Knightsville School | SCH | 1929 |
| 496 880 | 540 | Old Orangeburg Rd. | 136-00-00-179 | Knightsville | | | SFR | 1935c |
| 496 881 | 1709 | Central Ave. | 135-16-00- | Knightsville | | | SFR | 1900c |
| 496 882 | 1708 | Central Ave. | 135-16-00- | Knightsville | | | SFR | 1925c |
| 496 883 | | Central Ave. | 135-16-00- | Knightsville | | | SFR | 1900c |
| 496 1017 | 1302 | S. Main St. | 145-01-08-002 | Summerville | | | SFR | 1935c |
| 496 1089 | | Gallaehaw Rd. | | Jedburg vic | | Waring Cemetery | CEM | 1763 |
| 531 970 | 1693 | St. Mark Bowman | 012-00-00-011 | Reevesville vic | | | SFR | 1915c |
| 531 971.00 | | Camp Meeting Cir. | 006-00-00-008 | Rosinville vic | | Shady Grove Tabernacle | CHU | 1870c |
| 531 971.01 | | Camp Meeting Cir. | 006-00-00-008 | Rosinville vic | | Shady Grove Campgr., Tents | CAB | unk |
| 531 972 | 1908 | St. Mark Bowman | 006-00-00-017 | Rosinville vic | | | SFR | 1925c |
| 531 973.00 | 9221 | Highway 178 | 007-00-00-039 | Rosinville vic | | Shady Grove Meth Church | CHU | 1920 |
| 531 973.01 | 9221 | Highway 178 | 007-00-00-039 | Rosinville vic | | Shady Grove Meth. Ch. Cem | CEM | unk |
| 531 974 | 153 | Huff Rd. | 013-00-00-066 | Rosinville vic | | | SFR | 1920c |
| 531 975 | 205 | Huff Rd. | 013-00-00-045 | Rosinville vic | | | SFR | 1905c |
| 531 976 | 160 | John Henry Ln. | 013-00-00-062 | Rosinville vic | | Knight House | SFR | 1907 |
| 531 977 | | Buckaroo Ln. | 013-00-00-808 | Rosinville vic | | | SFR | 1895c |
| 531 978 | 9623 | Highway 178 | 007-00-00-082 | Rosinville vic | | Infinger's Store | STO/R | 1930c |
| 531 979 | 105 | McCanta Dr. | 007-00-00-067 | Rosinville vic | | | SFR | 1935c |
| 531 980 | 130 | Providence Ln. | 003-00-00-027 | Rosinville vic | | 2nd Providence Bapt. Ch. Cem | CEM | 1915c |
| 531 981 | | Duncan Chapel Rd. | 003-00-00-009 | Rosinville vic | | Duncan Chapel Cemetery | CEM | 1905c |
| 531 982.00 | 918 | Duncan Chapel Rd. | 003-00-00-003 | Rosinville vic | | Whetsell House | SFR | 1885c |
| 531 982.01 | 918 | Duncan Chapel Rd. | 003-00-00-003 | Rosinville vic | | Whetsell Store | STO | 1925c |
| 531 983 | 874 | Duncan Chapel Rd. | 003-00-00-005 | Rosinville vic | | Duncan Chapel Methodist Ch. | CHU | 1905 |
| 531 984 | | Duncan Chapel Rd. | 008-00-00-070 | Rosinville vic | | | SFR | 1930c |
| 531 985 | 239 | Duncan Chapel Rd. | 008-00-00-025 | Rosinville vic | | | SFR | 1900c |
| 531 986 | 128 | Weathers Farm Rd. | 004-00-00-031 | Rosinville vic | | | SFR | 1910c |
| 531 987 | 242 | Weathers Farm Rd. | 004-00-00-026 | Rosinville vic | | Weathers House | SFR | 1910c |
| 531 988.00 | 289 | Weathers Farm Rd. | 004-00-00-040 | Rosinville vic | | Weathers House | SFR | 1918 |
| 531 988.01 | 289 | Weathers Farm Rd. | 004-00-00-040 | Rosinville vic | | | SMK | 1920c |
| 531 989.00 | 181 | Hinkle Rd. | 004-00-00-024 | Rosinville vic | | | SFR | 1905c |
| 531 989.01 | 181 | Hinkle Rd. | 004-00-00-024 | Rosinville vic | | | SMK | 1910c |
| 531 989.02 | 181 | Hinkle Rd. | 004-00-00-024 | Rosinville vic | | | BRN | 1910c |
| 531 990 | 699 | Duncan Chapel Rd. | 003-00-00-012 | Rosinville vic | | | SFR | 1895c |
| 531 991 | 9989 | Highway 178 | 014-00-00-156 | Rosinville vic | | | SFR | 1900c |
| 531 995 | 180 | Murray Farm Rd. | 015-00-00-001 | Rosinville vic | | | SFR | 1910c |
| 531 996 | 10054 | Highway 178 | 014-00-00-062 | Rosinville vic | | | SFR | 1900c |
| 531 997 | 123 | Doc Ln. | 013-00-00-043 | Rosinville vic | | Peters House | SFR | 1925c |
| 531 998 | 9655 | Highway 178 | 007-00-00-088 | Rosinville vic | | | SFR | 1925c |
| 531 1077 | | Maxwell Dr. | 015-00-00 | Rosinville vic | | White Pond Cemetery | CEM | unk |
| 531 1078 | | Seven Mile Rd. | 015-00-00 | Rosinville vic | | Bradwell Cemetery | CEM | 1848 |